The Hong Kong Daily Press.

No. 6550 第六千五百五十號 光緒戊寅年十一月初五日 HONGKONG, THURSDAY, NOVEMBER 28TH, 1878. 禮拜四 一千八百七十八年十一月二十八號 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

November 27, FU-YEW, Chinese str., 950, A. Croad, Canton 27th November, General.—C. M. S. N. Co.
November 27, ORION, Brit. bark, 381, Scott, Swatow 25th Nov., Ballast.—ARNHOLD, KARBERG & Co.
November 27, EMUY, Spanish steamer, 222, Blanco, Manila 24th November, General.—REMEDIOS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 27TH.
Fu-yew, Chinese steamer, for Shanghai.
Douglas, British steamer, for East Coast.
Atalanta, German steamer, for Hoihow.

DEPARTURES.

November 27, NINGPO, British steamer, for Shanghai.
November 27, ALBAY, British steamer, for Hoihow.
November 27, GEORGE SKOFIELD, Amr. ship, for Callao.

PASSENGERS.

ARRIVED.
Per *Emuy*, str., from Manila:—
2 Europeans, cabin, and 50 Chinese.
DEPARTED.
Per *Ningpo*, str., for Shanghai:—
Mrs. Nelson.
Per *Albay*, str., for Hoihow:—
Mr. Herton.
Per *Douglas*, str., for East Coast:—
For Swatow.—Mr. and Mrs. Duffris, and Miss Ricketts. For Foochow.—Messrs. A. M. Brown and Reid.

REPORTS.

The Spanish steamship *Emuy* reports left Manila on 24th November, and had strong N.E. monsoon and very heavy sea.

VESSELS THAT HAVE ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Martha Jackson	Manila	July	27
Falcon	Hongkong	July	28
Ionian	Hongkong	July	28
Hankow (s)	Hankow	July	28
Clara	Swatow	Aug.	9
Glenisla	Swatow	Aug.	10
Hopefull	Shanghai	Aug.	11
Glenfruin	Manila	Aug.	16
Egeria (s.)	Foochow	Aug.	17
State of Alabama (s.)	Foochow	Aug.	21
Viking (s.)	Hankow	Aug.	27
Patroclus (s.)	China Ports	Aug.	27
Galatea (s.)	Manila	Sept.	1
Polynesian	Manila	Sept.	2
Achilles (s.)	China Ports	Sept.	5
Glengyle (s.)	China Ports	Sept.	6
Oxfordshire (s.)	Foochow	Sept.	7
Sestos (s.)	Foochow	Sept.	8
Malabar (s.)	Foochow	Sept.	24
Standard (s.)	Foochow	Sept.	26
Felix Mendelsohn	Manila	Sept.	26
Ellsworth	Manila	Sept.	26
Surat (s.)	Shanghai	Sept.	27
Prins Fred. Carl (s.)	Foochow	Sept.	30
Sea Gull (s.)	Hongkong	Sept.	30
Comet	Yokohama	Oct.	4
River Lagan	Japan	Oct.	4
Elcano	Hongkong	Oct.	5
John C. Munro	Manila	Oct.	5

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date.)

Sydenham	London	July	18
Victoria (s.)	Liverpool	July	19
Mary Mildred	Newcastle	July	20
Stant	Antwerp	July	21
Pilgrim	Cardiff	July	27
Ullock	Flushing	July	28
Abbey Cowper	Antwerp	July	28
Sumarlide	Hamburg	July	30
Charmer	Cardiff	July	31
Bury St. Edmunds	Penarth	Aug.	1
Alfredo	Cardiff	Aug.	7
Invincible	Rio de Janeiro	Aug.	8
Urania	Penarth	Aug.	9
Corea	London	Aug.	10
Lota	Cardiff	Aug.	11
Frederich	Cardiff	Aug.	16
Excelsior	Hamburg	Sept.	15
James Shepherd	London	Sept.	17
Cilurnum	Cardiff	Sept.	30
Patroclus (s.)	Liverpool	Oct.	5
Ernst	Antwerp	Oct.	6
Feronia (s.)	Hamburg	Oct.	6
Peiho (s.)	Marseilles	Oct.	20
Sindh (s.)	Marseilles	Nov.	3
Irrawaddy (s.)	Marseilles	Nov.	17

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
At noon,
Sundry Goods.
At 2 P.M.,
Household Furniture, Fixtures, &c.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND IMPORTER OF
FRENCH GOODS.
Depôt for VICHY WATERS and Special Agent for PINAUD'S PERFUMES and ANTOINE'S INKS.
Gentlemen's Best French Boots and Shoes.
44, QUEEN'S ROAD, HONGKONG.

FOR STORAGE OR SALE.
EIGHT FIRST-CLASS GRANITE GODOWNS, Nos. 60, 60A, 61, 61A, 62, 62A, 63, and 63A, PRAYA EAST. The Capacity is from 1,500 tons to over 2,000 tons. Price Moderate.
Apply to TANG LOK, Hollywood Road.
Hongkong, 9th November, 1878. [2m1850

SING LEE STEAM LAUNCH COMPANY.
THE Undersigned beg to inform the Public that they have just added TWO NEW STEAM LAUNCHES to their fleet, and that they are now prepared to Tow VESSELS, CARGO-BOATS, &c., on the shortest notice at VERY LOW RATES. These Steam Launches having superior Cabin accommodation, are most suitable for Excursions. For Particulars, apply to
SING LEE & Co.,
No. 37, Tung Man Lane.
Hongkong, 4th November, 1878.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [25

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $50,000 on any one
FIRST-CLASS RISK
at Current Rates.
A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [27

NOTICES OF FIRMS.

NOTICE.
FROM the 1st of October Dr. EASTLACKE will RECEIVE his PATIENTS at his New DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the Medical Hall.
Hongkong, 24th September, 1878. [1600

NOTICE.
DURING my absence from the Colony, Mr. MIGUEL MARIA MAHER is authorised to SIGN my NAME per procuration.
M. A. DOS REMEDIOS.
Macao, 9th November, 1878. [1861

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.
J. INGLIS & Co.
Hongkong, 13th June, 1878. [6m1031

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.
NOTICE.
From this date Mr. A. McIVER will resume Charge of the Company's Business at this Port.
ADAM LIND, Superintendent.
Hongkong, 19th November, 1878. [1903

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
HONGKONG AGENCY.
From This Date, until further notice, Mr. L. HENNEQUIN will assume the MANAGEMENT of the COMPANY'S OFFICE at this Port.
H. DU POUEY, Agent.
Hongkong, 1st November, 1878. [1810

NOTICE.
MR. NG MEI KUM, otherwise called NG HOK MUN, is admitted a PARTNER in our Firm from 2nd February, 1878.
TACK MEE HOP KEE HONG,
Nos. 9 and 11, Bonham Strand West.
Hongkong, 30th September, 1878.

NOTICE.
THE INTEREST and RESPONSIBILITY of the late Mr. NG SIN FOO, otherwise called NG HOK SEE, in our Firm CEASED from 2nd February, 1878.
TACK MEE HOP KEE HONG,
Nos. 9 and 11, Bonham Strand West.
Hongkong, 30th September, 1878. [3m1639

NOTICE.
THE Undersigned, having become LESSEE of the "HONGKONG DAILY PRESS" and the BUSINESS connected therewith, will conduct the same on his own account from this date.
R. CHATTERTON WILCOX.
Daily Press Office,
Hongkong, 1st January, 1878.

TO BE LET.

TO LET.
IN the HOUSES on Marine Lot 65, formerly known as the BLUE HOUSES, situate on Praya East.
HOUSE No. 2, Praya East. The Basement, together with First Floor, or separate if desired, with Possession on the 1st November.
HOUSE No. 3, Praya East. The whole House, or in Flats, with Possession on the 1st of November.
As also,
SIX SPACIOUS ROOMS with Corridors and Out-houses in the DWELLING HOUSE to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine Spacious Verandah looking on the Harbour. Immediate Possession.
For further Particulars, apply to
MEYER & Co.
Hongkong, 16th August, 1878. [tf1082

TO LET.
THREE OFFICES in CLUB CHAMBERS.
The DWELLING HOUSE, No. 3, ALEXANDRA TERRACE.
Apply to DOUGLAS LAPRAIK & Co.
Hongkong, 18th November, 1878. [37

TO BE LET.
TWO Excellent STONE-FLOORED GODOWNS on Marine Lot No. 10, PRAYA CENTRAL.
Apply to TURNER & Co.
Hongkong, 2nd August, 1878. [1306

TO LET.
THE UPPER STOREY of No. 50A, QUEEN'S ROAD CENTRAL.
Apply to THOMAS G. GLOVER,
No. 7, Queen's Road Central.
Hongkong, 16th September, 1878. [1550

TO LET.
FIRST-CLASS GRANITE GODOWNS attached to the BLUE HOUSES at Wanchi, Marine Lot 65.
For further Particulars apply to MEYER & Co.
Hongkong, 22nd June, 1878. [tf1083

TO LET.
FLETCHERS' BUILDINGS, either as entire Houses, or in Flats, or Apartments.
GODOWNS, STABLING, and STORAGE, of every description.
Apply to SHARP, TOLLER, AND JOHNSON, Solicitors.
Supreme Court House.
Hongkong, 26th February, 1878. [38

TO LET, FURNISHED ROOMS, with use of DRAWING ROOM, WITH or WITHOUT BOARD, with a private family. Address F., care of *Daily Press* Office.
Hongkong, 2nd April, 1878. [tf568

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf10

G. FALCONER AND CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

LESSONS IN DANCING.
A CLASS for instruction in DANCING to CHILDREN and ADULTS will be OPENED on the 1st October next.
For Particulars, address Q. R., *Daily Press* Office.
Hongkong, 21st September, 1878. [3m1485

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.
UNDERTAKERS,
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
79] 9, HOLLYWOOD ROAD.

HONGKONG WHARF & GODOWNS.
STORAGE.
GOODS RECEIVED on STORAGE at CHEAP RATES, in First-class Godowns, under European supervision, and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch.
MEYER & Co., Proprietors.
Hongkong, 29th August, 1878. [3m1485

BANKS.

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
(INCORPORATED BY ROYAL CHARTER.)
CAPITAL ... £750,000.
RESERVED FUND ... £151,500 10s. 0d.
BANKERS.
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK.
RATES OF INTEREST ALLOWED ON FIXED DEPOSITS:
For 3 Months, 2 % per Annum.
For 6 Months, 4 % per Annum.
For 12 Months, 5 % per Annum.
Besides conducting general Exchange Business, the Bank Discounts Local Bills payable in Hongkong and makes advances on approved Banking Securities.
Present Rate of Discount for approved short sight Acceptances ... 5 % per Annum.
Rates for Advances, according to the terms required may be ascertained on application.
H. H. NELSON, Manager.
Hongkong, 7th August, 1878. [tf1300

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
CAPITAL ... £800,000.
RESERVE FUND ... £150,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.
The Bank's Branch in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange business.
RATES OF INTEREST ALLOWED ON DEPOSITS.
On Current Accounts, 2 % per Annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 Months, 3 % per Annum.
For 6 Months, 4 % per Annum.
For 12 Months, 5 % per Annum.
Hongkong, 29th July, 1878. [1813

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER.)
RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.
At 3 Months' Notice, 3 % per Annum.
At 6 Months' Notice, 4 % per Annum.
At 12 Months' Notice, 5 % per Annum.
On Current Accounts at rates which can be ascertained at their Office.
D. A. J. CROMBIE, Acting Manager.
Oriental Bank Corporation, Hongkong, 23rd November, 1878. [1144

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL ... 5,000,000 of Dollars.
RESERVE FUND ... 1,200,000 of Dollars.
COURT OF DIRECTORS:
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—WM. H. FORBES, Esq.
E. R. Belilios, Esq. — Alexander McIver, Esq.
H. L. Dalrymple, Esq. — [illegible]
H. Hoppius, Esq. — W. S. Young, Esq.
Hon. W. Keswick.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.
HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits—
For 3 months 3 per cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, 26th November, 1878. [91

VICTORIA DISPENSARY.
ESTABLISHED 1865.
WM. CRUICKSHANK,
DISPENSING CHEMIST & DRUGGIST,
IMPORTER OF DRUGGISTS' SUNDRIES, PATENT MEDICINES, AND TOILET REQUISITES.
MANUFACTURER OF ALL KINDS OF AERATED WATERS.
PHYSICIANS' PRESCRIPTIONS CAREFULLY PREPARED in strict accordance with the Formula of the British Pharmacopœia.
SHIP AND FAMILY MEDICINE CHESTS supplied and refitted.
PASSENGER SHIPS SUPPLIED.
N.B.—All business communications should be addressed VICTORIA DISPENSARY. [185

JOHN SKINKER, 115, PINE STREET, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for WINCHESTER REPEATING ARMS Co.'s Sporting Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES of all sizes and kinds for Pistols or Rifles. [3m1617

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DENNYS.
With many Additions, Corrections, and Dr. Williams' Orthography.
In Paper Wrapper ... $1.50
Neatly Bound ... $2.00
Apply at the *Daily Press* Office.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings, or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premium.
NORTON & Co., Agents.
Hongkong, January, 1878.

STANDARD FIRE OFFICE, LONDON.
THE Undersigned, having been appointed AGENTS for the above Office, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20 %.
VOGEL, HAGEDORN & Co.
Hongkong, 1st March, 1877. [4

AUCTIONS.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 28th November, 1878, at Noon, at his Sales Rooms, Queen's Road,
PICKLES, SALAD OIL, MUSTARD, COMPRESSED BEEF, TONGUES and HAMS, PIE FRUITS, TABLE FRUITS, YEAST POWDER, &c., BLANKETS, RUGS, HATS, CARPETS, and LEATHER CLOTHS. &c., &c., &c.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, 27th November, 1878. [1940

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 28th November, 1878, at 2 P.M., at the CHINA DISPENSARY, Praya Central, the whole of the
HOUSEHOLD FURNITURE, FIXTURES, &c., &c., &c.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, 25th November, 1878. [1925

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sales Rooms, Praya,
TO-MORROW,
the 29th November, 1878, at Noon,
Sundry MILLINERY, comprising VELVET and SATIN RIBBON, LACE, GLOVES, SILK, SATIN, and CASHMERE, HAIR PINS, HAIR NETS, FLOWERS, CORSETS, &c., &c.
HAIR and NAIL BRUSHES, POCKET BOOKS, INKSTANDS, PENHOLDERS, ELECTRO-PLATED SPOONS.
20 Cases Pints CHAMPAGNE.
20 Cases PALE SHERRY.
Also,
(At Half-past 12 o'clock),—
A Handsome BLACK RETRIEVER DOG.
Hongkong, 27th November, 1878. [1941

PUBLIC AUCTION.
THE Undersigned has received instructions from H. M. Naval Storekeeper to Sell by Public Auction, on
TUESDAY,
the 3rd December, 1878, at 11 o'clock, at H. M. Naval Yard, Sundry Condemned
NAVAL and VICTUALLING STORES, comprising:—
OLD WROUGHT and CAST IRON.
OLD WINCH, CANVASS and LEATHER HOSES, LANTERNS, GLASS, WHITE and PAINTED CANVASS.
OLD BOILERS, BOATS, &c., &c.
Sundry PROVISIONS and CLOTHING, &c., &c., &c.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG, Government Auctioneer.
Hongkong, 27th November, 1878. [1942

PUBLIC AUCTION.
THE Undersigned have received instructions from Messrs. BIRLEY & Co. to sell by Public Auction, by Order of the Mortgagees, on or about the 20th JANUARY, 1879, the 1st Class
IRON SCREW STEAMSHIP "AMERICA,"
of 563 Tons Net Register, Built in 1873 by Messrs. J. and R. SWAN, of Dumbarton, and Engined by Messrs. [illegible] & McGREGOR, of Glasgow, with Compound Engines of Vertical Direct-Acting Surface-Condensing Engines of 90 Horse-Power nominal, working up to 450 H.-P. effectual. Consumption of Coal (Cardiff), about 8 Tons; Speed, about 8 Knots; Capacity of Bunkers, 150 Tons; Diameter of Cylinders, 25 and 48 inches; Boiler, Multitubular; Length 210 feet 3 in.; Breadth, extreme, 26 feet 7 in.; Depth of Hold, Tonnage Deck to Ceiling, 20 feet 9½ in.; Spar Deck, Deck to Beam, 6 feet 7 in.; Draft, light, 9 feet; loaded, 17 feet; D. W. Capacity, including Bunkers, 1,100 Tons, or 16,500 Piculs exclusive of Bunkers; Class, Lloyds 20 A1; Water Ballast, 'Tween Decks laid; 3 Steam Winches, and HARFIELD'S Patent Windlass. Saloon available for 30 Cabin Passengers and Cabin aft for 8. Boilers refitted in Hongkong in June, and the Hull and Machinery now in first-rate order.
Spare Engine Gear and Coal to be SOLD SEPARATELY.
For further Particulars, apply to Messrs. BIRLEY & Co., or the AUCTIONEERS, where Inventory and Plan of the Vessel can be seen.
TERMS OF SALE.—Half Cash on fall of the hammer. The Balance on completion of Transfer, expenses of which are to be borne by the Purchaser. The Ship and Inventory, with all faults and errors of description, at the Purchaser's risk at fall of the hammer.
HUGHES AND LEGGE, Auctioneers.
Hongkong, 16th November, 1878. [1896

A CARD.
ROSE & Co. beg to inform the Ladies and Gentlemen of Hongkong and Out-Ports that Miss ROSE has RETURNED from EUROPE, and that they are now showing a WELL-SELECTED STOCK of PARISIAN, ENGLISH, and GERMAN GOODS, in all the LATEST NOVELTIES for the Present and Coming Seasons.
Queen's Road, 25th November, 1878. [1923

FOR SALE.
(In order to effect Clearance of an Invoice).
GENUINE DUC DE MONTEBELLO CHAMPAGNE, in good condition, at the following GREATLY REDUCED PRICES:—
Per Case, 1 Dozen Quarts ... $13.
Per Case, 2 Dozen Pints ... $14.
LANE, CRAWFORD & Co.
Hongkong, 14th November, 1878. [1m1880

FOR SALE.
CUTLER, PALMER & Co.'s CLARETS, at $12, $16, $7, $6, $5½, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9, $8½, and $8 PER CASE OF 1 DOZEN QUARTS, and $8½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $13 PER CASE OF 1 DOZEN QUARTS.
HOCK, at $8 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, *** and ****, at $6½, $7½, $9 PER CASE OF 1 DOZEN QUARTS.
WACHTER'S CHAMPAGNE, AS SUPPLIED TO H.R.H. THE PRINCE OF WALES, $18 PER DOZEN QUARTS.
Application to SIEMSSEN & Co.
Hongkong, 1st November, 1877. [14

THE CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern [illegible] Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE. [illegible] at the Offices, Wyndham Street, [illegible] from [illegible].
Hongkong, 18th [illegible], 1877.

INTIMATIONS.

SAYLE AND CO.,
having received their
FIRST DELIVERY OF GOODS
for the
AUTUMN SEASON,
Solicit an Inspection of the following:—
RICH BLACK GROSGRAIN SILKS, from the Best Makers.
COLOURED GROSGRAIN and FANCY SILKS.
PLAIN and FANCY JAPANESE SILKS.
TRIMMING SILKS and SATINS.
A SPLENDID ASSORTMENT OF FANCY DRESS MATERIALS, including the "REAL SNOWFLAKE," WOOL POPLINS, WOOL SERGES, WOOL PLAIDS, FRENCH MERINOS, DIAGONAL REPS.
BLACK and COLOURED SILK VELVETS and VELVETEENS.
VARIOUS WASHING FABRICS, suitable for Autumn Wear.
SHAWLS, MANTLES, JACKETS, SKIRTS.
UNDERCLOTHING, BABY LINEN.
SPECIAL "SWAN BILL" and FRENCH CORSETS.
CHILDREN'S COSTUMES, PELISSES, and FROCKS.
INFANTS' CASHMERE HOODS, BONNETS, and HATS.
NEW RIBBONS, SASHES, and SASH RIBBONS.
FEATHERS, FLOWERS, LACES, and LACE GOODS.
The NEW HACKLE and other FEATHER TRIMMINGS.
A LARGE AND VARIED STOCK OF NEW HOSIERY.
KID GLOVES will be OPENED SHORTLY.
FELT, STRAW, and PLUSH HATS, and BONNETS.
PARIS TRIMMED HATS and BONNETS.
SPECIAL AGENTS for "THE LITTLE WANZER" SEWING MACHINE, Now Sold at a GREAT REDUCTION on former Price.
DRESSMAKING!
Great Care is used in this Department, which increases in popularity with each Season.
MILLINERY BY ACCOMPLISHED HANDS.
SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

LANE, CRAWFORD & CO.
HAVE FOR SALE, EX LATE ARRIVALS:
LETTS'S DIARIES for 1879.
BASS'S DRAUGHT ALE, in splendid condition.
PARTAGA'S HAVANA CIGARS.
LADIES' GARDENING TOOLS.
ELECTRO-PLATED READING LAMPS.
MARK TWAIN'S SCRAP BOOK.
NOVELTIES in MEERSCHAUM PIPES and CIGAR TUBES.
POCKET KNIVES.
The NEW CHAMPAGNE TAP.
SWIMMING BELTS & AIR CUSHIONS.
CHABLIS in Pints.
TWEEDS, in Suit or Trowser Lengths.
FRIEZES for ULSTERS.
WINTER SOCKS and UNDERSHIRTS, Newest Patterns.
CHAMBERS'S ENCYCLOPÆDIA, Latest Edition.
KEILLER'S DUNDEE MARMALADE.
KEITH JOHNSTON'S LATEST ATLAS.
DICTIONARIES and WORKS of REFERENCE.
TODDY KETTLES.
SPECIAL BLEND SCOTCH WHISKY.
SADDLERY.
SCARVES and TIES, Newest Patterns.
GRAMMARS and SCHOOL BOOKS.
NEW SEASON'S APPLES.
The NEWEST NOVELS.
RED HEART RUM.
SHOOTING BOOTS.
SPORTING GEAR of all descriptions.
Hongkong, 18th October, 1878. [635

FOR SALE.
CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [46

FOR SALE.
CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1122

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [16

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1877.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, February, 1878.

FOR SALE.
CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$19 ... per case of 2 dozen pints.
$18 ... per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869, "VIN DES PRINCES."
$18 ... per case of 1 dozen quarts.
PALMER MARGAUX.
$7 ... per case of 1 dozen quarts.
$8 ... per case of 2 dozen pints.
CHATEAU BELAIR.
$7 ... per case of 1 dozen quarts.
LORMONT.
$6 ... per case of 1 dozen quarts.
$6½ ... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 1st May, 1878. [12

INTIMATIONS.

V. R.
GARRISON THEATRE.
BY SPECIAL REQUEST,
The BAND AMATEURS of Her Majesty's 74th Highlanders will, by kind permission of Colonel JAGO, repeat their
THEATRICAL PERFORMANCE
ON
WEDNESDAY NEXT,
the 4th December.
The Performance will commence with a Comedy, in Two Acts, by PELHAM HARDWICKE, Esq., entitled
"A BACHELOR OF ARTS."
To conclude with a Farcical Extravaganza, in One Act, by Messrs. BROUGH and HALLIDAY, entitled
"THE COLLEEN BAWN SETTLED AT LAST."
Doors open at 8.30; Curtain to rise at Nine.
PRICES OF ADMISSION.
Reserved Seats ... 1 DOLLAR.
Front Seats ... 50 CENTS.
Back Seats ... 25 CENTS.
Tickets may be obtained from
D. WISHART, Band Sergeant, Manager.
Hongkong, 28th November, 1878. [1945

FOR MANILA, VIA AMOY.
THE Spanish Steamer
"EMUY,"
Blanco, Master, will be despatched as above TO-MORROW, the 29th instant, at 5 o'clock P.M.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, 28th November, 1878. [1944

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.
(Calling off the usual COAST PORTS, and taking through Cargo and Passengers for NEW ZEALAND).
THE Eastern and Australian Mail Steam Company's Steamer
"MENMUIR,"
Captain Darke, R.N.R., will be despatched as above on MONDAY, 2nd December, at 2 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th November, 1878. [1946

NOTICE.
G. FALCONER & Co. beg to announce that, during DECEMBER and JANUARY NEXT, they will offer their Large and Magnificent Stock of JEWELLERY, WATCHES, CLOCKS, SILVER and ELECTRO PLATE, &c., &c., considerably UNDER the USUAL PRICES.
Shortly expected from England an Elegant Assortment of SILVER CUPS suitable for Regattas or Race Meetings.
Hongkong, 27th November, 1878. [1939

NOTICE.
J. R. WHITE begs to inform the Public that he has TAKEN CHARGE of the KOWLOON HOTEL, and solicits the Patronage of the Public.
Hongkong, 9th November, 1878. [tf1853

MEDICAL.
A DULY QUALIFIED MEDICAL MAN wishes to obtain (in consideration of his PROFESSIONAL SERVICES) a PASSAGE from Hongkong to Europe on a Steamer leaving Hongkong during JANUARY, 1879. Address "DOCTOR," care of *Daily Press* Office.
Hongkong, 6th November, 1878. [1825

WANTED, EMPLOYMENT as CLERK in a Mercantile or other Office, by a Youth, who has received a thoroughly good English education. Moderate Salary only required. Address "A. B. C.," *Daily Press* Office.
Hongkong, 22nd October, 1878. [1747

CONSULADO DE ESPANA EN HONGKONG.
Con arreglo al pliego de Condiciones que se halla de manifiesto en este Consulado y en el Aviso de Guerra Español "MARQUES DEL DUERO" hasta las 11½ de la mañana del 29 del actual; se saca á pública licitacion la LIMPIEZA DE LOS FONDOS DE DICHO BUQUE, LA CONSTRUCCION DE UN BOTE, para el mismo y otras REPARACIONES.
Dicho Acto Tendrá lugar en la Cancillería de este Consulado á las 12 en punto del referido dia 29 y hasta media hora antes se admitirán las proposiciones que se presenten, las cuales han de estar arregladas al modelo que al final del pliego de condiciones se copia.
Hongkong, 18 de Noviembre de 1878.
El Consul Interino,
1904] JOSE VELEZ.

NOTICE.
ON and after This Date the BUSINESS of the CHINA DISPENSARY will be REMOVED to the VICTORIA DISPENSARY, where Customers are kindly requested to send their Orders, which will have the usual prompt attention.
WM. CRUICKSHANK.
Hongkong, 5th November, 1878. [tf1820

BOSTON JACK & Co.,
SHIP COMPRADORES AND STEVEDORES,
OPPOSITE CANTON STEAMER WHARF.
Supply Shipping with every necessary, of the Best Quality, at Low Prices.
Hongkong, 12th September, 1878. [1533

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply
BEEF, MUTTON, &c.,
from 1st October, and trusts that they may grant him their support.
SHOP—WELLINGTON STREET, opposite the Cathedral.
Hongkong, 19th September, 1878. [1576

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

THE STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
Under New Management, this Establishment will now be conducted as a First-class Hotel.
Tiffin at ONE o'clock. Dinner at SEVEN.
Wines and Spirits of the Best Quality only.
New English and American Billiard Tables.
J. COOK, PROPRIETOR.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN O'CLOCK.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

"JAPAN GAZETTE,"
YOKOHAMA.
HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877. [809

INTIMATIONS.

POSTPONED
IN CONSEQUENCE OF MR. VERNON NOT HAVING RECOVERED SUFFICIENTLY TO APPEAR.

THEATRE ROYAL,
CITY HALL, HONGKONG.
THE OPERA SEASON BEING FINISHED,
MR. JOHN ROLLINGS begs to announce that he will take his
FAREWELL BENEFIT
in Hongkong,
ON
SATURDAY EVENING,
NOVEMBER 30TH, 1878,
(ST. ANDREW'S DAY).
On which occasion will be produced
BENEDICT'S ROMANTIC OPERA
"THE LILY OF KILLARNEY,"
In Four Acts,
With all its Startling Effects.
MISS CLARA STANLEY AS EILY.
CAST OF CHARACTERS:

HARDRESS CREGAN	Mr. H. VERNON.
DANNY MANN	Mr. H. PHILLIPS.
MYLES-NA-COPPALEEN	Mr. J. ROLLINGS.
ANNE CHUTE	Miss B. DRAEGER.
MRS. CREGAN	Miss A. DRAEGER.
FATHER TOM	Mr. PADDON.
MR. CORRIGAN	Mr. MACKINNON.
SERVANT	Mr. BEAUMONT.
SHELAH	Miss B. DRAEGER.
EILY O'CONNOR	MISS CLARA STANLEY.

HUNTERS, &c.
The Celebrated Water Cave Scene will be produced in its entirety, with all its Startling Effects.
SYNOPSIS OF SCENERY.
ACT I.
HALL OF TORE CREGAN.
ACT II.
THE GAP OF DUNLOE.
COTTAGE AT MUCKROSS HEAD.
Mr. J. ROLLINGS and Miss B. DRAEGER will introduce the Celebrated MRS. MACGOWAN'S REEL.
ACT III.
SCENE 1ST.—EXTERIOR OF TORE CREGAN.
SCENE 2ND.—MOUNTAIN PASS.
Interval of Five Minutes.
SCENE 3RD.—THE CELEBRATED CAVE SCENE.
ACT IV.
THE MARRIAGE SCENE.
GENERAL DENOUEMENT.
MUSICAL DIRECTOR ... Mr. F. PANIZZA.
The Opera produced under the Sole direction of Mr. H. VERNON.
REMEMBER SATURDAY, Nov. 30TH
ROLLINGS' BENEFIT.
Tickets to be had and Seats secured at Messrs. KRUSE & Co.'s, where a Plan of the Theatre may be seen.
PRICES OF ADMISSION:
Dress Circle or Orchestra Stalls ... TWO DOLLARS.
Pit ... ONE DOLLAR.
Hongkong, 28th November, 1878. [1921

BRITISH BARQUE "NAPIER."
TENDERS are invited for the HAULING UP or DOCKING of the above VESSEL for EXAMINATION, which will be received on board up to 10 A.M. THIS MORNING, the 28th instant.
The Undersigned does not bind himself to accept the lowest or any Tender.
W. L. BRYDE, Master.
Hongkong, 26th November, 1878. [1920

NOTICE.
IN consequence of important Business intervening, the Undersigned begs to inform Tenderers that their offers for Work to British Barque "NAPIER" will not be received until TO-DAY, the 28th instant.
W. L. BRYDE.
Hongkong, 26th November, 1878. [1930

NOTICE.
TENDERS for the REPAIRS of German Brig "JOHANN FRIEDRICH," A. H. KRONCKE, Master, will be received at the Office of the Undersigned up to 2 P.M. TO-DAY, the 28th instant.
Separate Tenders are requested:—
1.—For CARPENTER'S and BLACKSMITH'S WORK.
2.—For RIGGER'S WORK.
For Particulars, apply on board, or to
WIELER & Co., Agents.
Hongkong, 26th November, 1878. [1931

DENTAL NOTICE.
DR. ROGERS has RETURNED, and is NOW READY to RECEIVE PATIENTS at No. 7, ARBUTHNOT ROAD.
Hongkong, 25th November, 1878. [19

NOTICES TO CONSIGNEES.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES of Cargo per Steamship "BELGIC," from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.
G. B. EMORY, Agent.
Hongkong, 25th November, 1878. [1w1924

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
L. HENNEQUIN, Acting Agent.
Ex "ANADYR."
MF. Nos. 381/2, Mr. W. R. Mansfield, 2 casks Wine, from Marseilles.
MF. Nos. 383/5, Mr. W. R. Mansfield, 3 cases Cognac, from Marseilles.
TH. Tan Siu, 4 packages Metal, from Batavia.
Hongkong, 26th November, 1878.

NOTICE.

ADVERTISEMENTS can be received for insertion in the CHRONICLE AND DIRECTORY for 1879 up to 15th December. Terms can be had on application at the *Daily Press* Office.

Hongkong, 14th November, 1878.

NOTICE.

THE CHRONICLE AND DIRECTORY
FOR 1879,
(With which has been incorporated "THE CHINA DIRECTORY.")

This Work is now being prepared for publication. Numerous important additions are being made to render it more valuable as a Commercial Guide.

The PUBLISHER requests that those Firms who have not yet returned the Printed Forms which have been sent to them to fill up, will be kind enough to do so WITHOUT DELAY. Any Persons who have recently arrived, or to whom Printed Forms have not been forwarded, are desired to send their Names and Addresses as early as possible for insertion.

Daily Press Office, November 11th, 1878.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AËRATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [17

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

DEATH.

On Tuesday morning, at Hongkong, the daughter of Captain Bartlett, of the British bark *Verona*, aged one year and ten months, after twelve hours' illness.

The Daily Press.

HONGKONG, NOVEMBER 28TH, 1878.

THE letter on the Opium Monopoly signed "Chinaman," published in another column, is worthy of attention. The writer points out some of the difficulties which any new comer into this field would have to encounter, in the opposition of the old farmer and the inadequate protection afforded the monopolist by the Ordinance. He avers that the old farmer will, if he fails to obtain a renewal of the monopoly, retreat to Macao and prepare opium there with which to undersell the new farmer here. We do not think this opposition, even if carried out, would last long, but it is very certain that the present tenant of the farm could give a great deal of trouble if so disposed. We hear that he is accumulating a large stock of prepared opium and will be able to flood the market with this drug when his term is up, and thus for a time render the monopoly unprofitable to his successor. As a matter of fact it is undoubtedly very difficult to obtain tenders for the Farm because of the combination of the Chinese and the great influence the Opium Farmer has in the Colony. There are, as our correspondent puts it, few Chinese who dare to send in a tender, however much inclined, they may be to do so. We understand, however, that His Excellency the GOVERNOR has received a tender of $180,000 per annum for the farm, which is a considerable increase (some $48,000) on the present rental. This sum is not equal to his expectations, and he has not accepted the tender. The farm is worth much more than is now paid for it, and Mr. HENNESSY is fully justified in demanding a very material increase on the rent. It will, however, be well, perhaps, to make searching inquiries into its real value, and ascertain, as nearly as may be, what the Farmer can afford to pay. Some of the natives state that it is not quite fair to compare the Hongkong farm with those at Saigon and Singapore, as the drug has to be sold at a much lower and less remunerative rate in Hongkong than in those places. One thing the Government might do, and to that we have already directed attention, namely, afford greater protection to the Opium Farmer. If he pays a fair price for his monopoly he is entitled to this, and the existing Ordinance fails to ensure it to him. The Government will have to encounter strong opposition in any change it may attempt to make, and it would no doubt be better to conclude a new agreement either with the old farmer or with a new one if some considerable increase can be obtained than to hold out too far on this occasion. Possibly a still larger sum may be realised from this source the next time the tender expires.

THE very scanty particulars which from time to time reach us of the progress of affairs in Kwangsi do not furnish much material on which to base any opinion as to the prospects of the insurrection. One fact seems well established, however, namely, that General LI YUNG-TSOI has for several weeks been at the head of an army in Kwangsi without any very definite plan of procedure. At first he set up pretensions to the crown of Annam and avowed his intention of seizing that territory, and while lending no active support to such a movement the Chinese Authorities appear tacitly to have acquiesced in them. At all events, there is nothing to show that they opposed LI's claim, and they do not appear to have made any attempt to restrain him from marching on Tonquin. Then came what appeared to be a change in the policy of the rebel leader. He seems suddenly to have waked up to a consciousness that by attacking Tonquin he would involve himself with the French. Accordingly he withdrew his forces from the frontier of the country under French protection. Next a report comes that the Governor of Kwangsi had at last received orders to suppress the rebels, a task, if a fifth-part of the rumours afloat be true, utterly beyond his power and resources to accomplish. Just as well might the Governor of Hongkong be expected to put down the garrison—supposing them to have revolted—with the aid of the police. The last news received is to the effect that LI YUNG-TSOI has issued a proclamation promising that his troops will neither plunder the rich nor oppress the poor. This assurance, if strictly kept, will go far to prepossess the people in his favour, but it can scarcely be accepted as a proof of loyal intentions, even though accompanied, as it is, by a declaration that the General is ready to serve under another commander if a better one can be found. For what purpose is this man in arms? That is the question, and at present it is a difficult one to answer. Meantime, the Kwangtung Authorities appear to be little disturbed by the events in the adjoining province, and have shown no disposition even to assist the Governor of Kwangsi. We can only suppose they do not believe that he is in any need of assistance, and that LI's movements constitute no menace to the Imperial authority.

The U.S. corvette *Ashuelot* was docked at Aberdeen yesterday at 11.15 a.m.

The Eastern and Australian Mail Steamship Company's steamer *Menmuir*, Captain Darke, R.N.R., came round from Aberdeen Dock yesterday morning.

A Parade and Inspection of the Volunteer and Government Fire Brigades, will take place at the Central Fire Brigade Station, at three o'clock on Tuesday afternoon next.

The Chinese expect to hear by French Mail to-morrow some definite news as to the course the French Government at Saigon intend taking regarding the Kwang-si rebels.

We are informed by the Superintendent of the Eastern Extension Telegraph Company that the duplex is established and working splendidly upon the Company's Penang-Madras section.

The recent performance by the Band Amateurs of the ..th Highlanders at the Garrison Theatre was so successful that they intend repeating it on Wednesday next, the 4th proximo.

The Royal English Opera Company have been compelled to further postpone their performance of Benedict's opera "The Lily of Killarney" at the Theatre Royal to Saturday, owing to the continued indisposition of Mr. Vernon, the director.

Five sailing boats have entered for the boat race to-day, namely, the *Spartan*, *Fleetwing*, *Lizzie Perry*, *Moneta*, and *Hotspur*. There may be some further entries; and the race will no doubt be very exciting amongst the shipping. They will start at eleven o'clock this morning from some moorings off the *Lizzie Perry*.

The dinner party at Government House last evening included H. E. Marquis Tseng, Mr. Liu Han C'hing (Secretary of Legation), Mr. C. Y. Chea (Interpreter), Bishop Raimondi, the Hon. T. C. Hayllar, Q.C., and Mrs. Hayllar, Colonel and Mrs. Loding, and Mr. Newton, Dr. and Mrs. Cloath, Lieutenant Adams, U.S.N., and Mrs. Adams, Monsieur de Lacreté, Commander Boyd, U.S.N., Commodore Dixon, R.N., Dr. Ayres, Mr. Pagan, 74th Highlanders, Dr. O'Brien, Mr. J. H. Scott, Mr. Cartwright, Mons. Beaux, and Major Palmer, R.E., A.D.C. The band of the 74th Highlanders played a selection of music during dinner, and, by kind permission of Colonel Jago and the officers, Quartermaster-Sergeant McKinnon performed on the bagpipes.

CORRESPONDENCE.

(We do not hold ourselves responsible for the opinions expressed by our Correspondents.)

THE OPIUM MONOPOLY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Hongkong derives a great portion of its revenue from the opium farm. The profits of the monopoly, however, are not derived from the local consumption alone, but depend largely on the export of prepared opium to foreign countries, viz., San Francisco, Honolulu, West Indies, and the Australian Colonies.

The cheapest prepared opium procurable is to be had in this Colony; no other place under the sun could sell cheaper than Hongkong.

The revenue derived from the local consumption of prepared opium sold at the present rate by licensed dealers, who pay the farmer for the licence and taxes on the opium to be prepared, barely covers one-fourth of the revenue paid to Government.

The profit appears small on the sale of prepared opium for export to the above named places, but the quantity sold on a small margin of profit raises the aggregate to an enormous sum of money. Where the exporters get cheap opium the price of, from 65 cents up to 85 cents per tael, amounts to from $550 to $850 per chest, according to the quality. If the Government wanted a fair price for the monopoly only the present farmer could give it.

Should an outsider succeed, the farmer will fall back on the Portuguese Colony of Macao, prepare and export the opium to the above-named places, flood the markets with his opium, and undersell the same; if the opium farmer remains on the spot no exporter will dare to buy from the new farmer. These [illegible] to risk his capital upon merely to support Government. If the Government simply wanted a fair price, the old farmer can give it without detriment to his interest. He has already made his fortune out of the monopoly; if he will not give a fair price the Government should [illegible] take to work the monopoly by some independent individual and see how it answers for a time; and should the old ordinance not serve, have it revised or a new ordinance substituted in its place, the same as in the Straits Settlements, without in any way interfering with the interests of the importers.

These are the evils spoken of. No other merchants excepts the opium farmers of Saigon and Singapore, who have had experience of farming the monopoly from Government, dare put in their appearance. If the Government don't support them, no other individual dares to put in a tender. Under these circumstances the Hongkong farm can never bring a fair price on account of no competition or bidder.

The old farmer can do any amount of injury to the new man, the same as the Yau Wo Kong see did to Wo Hang, before the latter joined to form one company. At present both parties have made their fortune by the monopoly; therefore, the Government should take up the early step to remedy the evils.

Should the tender of the new comers be a little lower than that of the old farmer, Government should give them the preference as a trial, so as to encourage outside people to come in, and let them work the monopoly under Government supervision with a capital of $500,000, limited liability. The outsiders do not expect a very large profit; a fair remuneration for their capital will content them.—Under Government supervision Government would know what profit they made; if a very large profit, they will willingly pay Government an extra sum, and year after year the revenue would be increased, as in the Straits Settlements and French Cochin-China. If the monopoly, however, is left in the hands of the old farmer we shall never expect the revenue from the opium monopoly to increase, on the contrary it will go to fill the pockets of the old farmer, who already has made his fortune.—Yours, &c.,

CHINAMAN.

Hongkong, 27th November, 1878.

PLACES OF INTEREST IN THE NEIGHBOURHOOD.

NAM-TAU OR SUN-ON CITY.

In proceeding to this place keep about midway between the Island of Ling-ting and Deep Bay, after passing the entrance of which you will observe some rocky barren hills, which, taking the form of a promontory, project some five or six miles into the estuary of the Canton River or Chü-kiang, in the waters of which your boat, or vessel is now floating, and inland gradually slope down to the isthmus which connects them with the mainland. After passing these hills, known as the Nam-tau promontory, a bay will be seen, and on the nearer, or southern shore of this bay is the old walled city of Nam-tau. About the centre of the bay is a creek and joss-house, and on the farther, or northern, shore is the town of Sai-heung. The landing at Nam-tau is good, on a firm sandy beach. Near the landing are some boat-building sheds—a row alas, of deserted boat-building sheds—and the whole has a dull and mournful appearance well calculated to depress the spirits. Enter into conversation with one of the sorrowful old men who were formerly boat carpenters; he will say—before Hongkong was blockaded by the Chinese Government fleet I was a prosperous man; from the proceeds of my labour I supported several aged parents and grand parents and also a dozen or more of superannuated great uncles and aunts. I was then engaged in building and repairing the fleet of numerous and prosperous passage-boats and other vessels which supplied your Colony with provisions; but then came the foreign sea-lawyers, myrmidons of the native Government. The British Government not objecting, a fleet of steam war junks is built, foreign mercenaries are engaged by the score, and now, unless we allow a most extortionate tithe to be levied on them, our bullocks, pigs, poultry, vegetables, and other produce are ferried across the bay, and walk, or are carried, to Yau-ma-ti over land, and I am thus deprived of occupation. Poultry and eggs are carried in baskets, bullocks walk and find the long journey most exhausting, pigs used to be carried upside down on a bamboo tied to their legs, and sometimes the legs got half worn through on the journey, and now and then a squeaker fatter than usual would die; his heart would cease to pulsate from being so long turned bottom upwards. In the first case the stupid green-coat devils at Yow-mah-tee or Hongkong would occasionally notice the blood on the pigs' legs and give trouble to the owner or carriers, and in the second instance we found in your foreign place a dead pig somewhat difficult of sale, which often gave rise to a heavy pecuniary loss, as we had to cart it back again and then cut its flesh in strips and dry it in order to at last effect a sale, so to save all this loss we now carry the pigs right way uppermost in a basket; not that we care at all or think it matters in the least what pain we inflict on a brute beast, which we need not fear because it cannot have any revenge on us, and which more or we are about to kill and eat, but we are thus careful of it for its money value; we do not like to put up with loss. You have noticed Chinese in Hongkong carrying poultry head downwards? Oh yes, perhaps you have, but it is only when they buy single fowls from the market what does it matter if the head does get half worn off when you are in the course of the day going not only to cut off the other half but cut up the fowl altogether. Your father and mother taught you to be merciful, you say; well, mine did not, but they taught me the value of a dollar.—A strong sturdy fellow—Yes, I am; I can draw a bow of ninety catties and lift a stone of two hundred or more. Do I go to Hongkong? Yes I do, and find it rare fun to worry the women which you foreigners allow to walk about in the streets. I amuse myself by making disgusting remarks to them, [illegible] If the former? I compliment him by informing the bystanders, who all laugh, [illegible] Would I serve a big strong man so? [illegible] Why, If I did how would he kick and cuff me for it? [illegible] I am not such a fool as that, we Chinese only kick and insult those who can't kick us back again. Besides, being facetious this amusement is a very funny joke and perfectly safe. The villages between Nam-tau and the hills are very very prosperous, [illegible] provisions to your colony than before. [illegible] The other night a dozen of us reaped three fields of paddy, and sold it all, because there were only a few women and children to prevent us. The fields were on British Kowloon and the paddy belonged to a widow with two orphan children. Do we ever fight? you ask. Oh yes, we fight sometimes, but always two or three of us to one, and then we don't fight man to man as you Englishmen do, there is no fun in that. Once about five or six years ago, fifty or sixty of us waylaid a party of five or six who were returning overland from Hongkong. After we had beaten them to death we cut out their hearts and livers, [illegible]

Having finished conversing with this talkative native, every word of which he has told you [illegible], walk up to the gate of the City. The walls are some twenty feet thick in places and still bear marks of the bombardment they suffered when the town was captured by the British forces some years ago in consequence of a placard issued by [illegible] officials and native magistrates ordering all natives of the district to leave Hongkong under pain of the capture and punishment of their relatives and confiscation of their property on the mainland (a truly Chinese method of administering justice). Having entered the town you will observe numerous trees and some waste land, [illegible] The city wall affords a very fine prospect over the country, [illegible] These houses are [illegible]. On descending into the little alley ways of the town (Chinese streets are [illegible]) make your way to one of the numerous square towers. These are pawnshops, [illegible] and a small entrance on one side of the left of this counter gives admittance to the sanctum behind [illegible] by which you may ascend to the floor above, and here you will find the shelves with [illegible] numerous bundles of Chinese clothing, each carefully ticketed and labeled with the duplicate of the ticket given to the person who borrowed the money on security of it. [illegible] These are Chinese safes or "kep-nam," and are used as the jewellery and valuables. On ascending to the floor [illegible] quantity of large stones and some baskets of [illegible]. These latter are to extinguish any fire which may arise, and the former [illegible] to throw on [illegible] the robbers [illegible] succeeded in forcing the massive outer door; [illegible]

To be continued.

POLICE COURT.

27th November.

BEFORE MR. J. J. FRANCIS.

DRUNKENNESS.

Jeremiah Monaghan, a seaman on the British ship *Commissary*, was charged with being drunk and refusing to pay chair hire.—Ordered to pay twenty cents for chair hire, and was cautioned and discharged in the first offence.

LARCENY.

Mok Ayew, a coolie, was charged with stealing a sheet of copper sheathing, value $1.25, the property of the proprietors of the West Point Foundry.

The prisoner admitted the charge.

His Worship sentenced him to fifteen days imprisonment, six hours exposure in the stocks, and fourteen days of the term of imprisonment to be kept in solitary confinement.

BEFORE C. V. CREAGH, ESQ.

DRUNKENNESS.

William Murtha, a seaman on the British ship *Commissary*, was charged with being drunk and refusing to pay chair hire.—Fined fifty cents, in default three days' imprisonment, and to pay thirty cents for chair hire, in default two days' imprisonment.

FIGHTING.

Fong Ayiu and Cheng Ahoi, coolies, were charged by P.C. 293 with fighting and creating a disturbance in Bonham-strand.—Fined ten cents each, in default one day's imprisonment.

MARINE COURT.

27th November.

BEFORE MR. J. P. MCEUEN, R.N.

REFUSAL OF DUTY.

Antonio Rubiti, Antonio Domingo, Jose Isidoro, Antonio Penilla, and Antonio Esteres, seamen on the British three-masted schooner, *Janet*, were brought up, on remand, charged with refusal of duty on the 23rd instant.

The case had been remanded in order that a survey might be held upon the provisions on board, which the prisoners said were bad, and upon which ground they refused duty.

Thomas Leatherbarrow said that he was Acting Second Boarding Officer in the Harbour Department. On the afternoon of 25th instant he went on board the *Janet* and saw the provisions that were in daily use. A sample of the same he produced. Witness called for one of the crew and was told by him that the provisions produced were a fair sample of what they had been receiving during the voyage. The provisions were all of a very good quality. The sugar was a little dark-coloured, but was none the worse for that.

The chief officer said that the crew always received one pound and a half of beef per man, weighed to them, and pork at the rate of one pound and a quarter per man never less, but sometimes more.

A Chinese steward on board corroborated the last witness's evidence.

His Worship said that it appeared to him that the provisions were of a good quality, and that sufficient was served out to the men. He asked the prisoners if they still refused to go on board.

The prisoners replied that they would not go.

His Worship sentenced them to six weeks' imprisonment with hard labour.

ANOTHER REFUSAL OF DUTY.

Thomas Collins, a seaman on the British bark *Drumclog*, was charged by Henry Wayman, master of the said ship, with refusal of duty since the 20th instant.

Captain Wayman said the prisoner joined in Cardiff on the 17th May last for three years; on the 11th instant he went on shore without leave. After forty-eight hours had elapsed witness reported the case to the police, and on the 21st instant prisoner was brought on board. He had refused to work up to the present time. He had asked witness for his discharge which was refused. He had never made any complaint before.

The prisoner made a long, rambling statement, in which he said he had asked for his discharge and the captain had refused it, that he had been illtreated on the voyage to Hongkong, that he had been very ill indeed, but was better that day than he had ever been. He still refused to go on board.

His Worship remarked that the prisoner looked well enough then, and if he did not go on board he must go to gaol.

The prisoner then said that he would go on board.

Ordered to forfeit ten days' pay, and was fined six days' pay.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

November 26th.

It appears from a circular issued by the Viceroy that the number of houses burnt down in the late fire at Canton was a hundred and eighty-five, and in addition to this number forty were demolished to prevent the spread of the fire.

On the night of the 25th instant a destructive fire broke out at a place called Tung Po, about ten miles east of Canton. About forty houses were destroyed, all trading shops, and the loss is considerable. No lives were lost.

On the same night a family house in Wo On lane in the western suburb, was totally destroyed by fire. Fortunately the flames were confined to the house in which the fire originated.

YOKOHAMA.

Her Majesty the Empress, accompanied by the Empress Dowager, is expected in Yokohama about the 17th instant. A new palace is to be erected for her and the setting up of the frame of the building having been completed on the 10th instant, the feasting customary by the workmen on such occasions was on a larger scale and unusually prolonged. New buildings are also to be attached to the Home Department, in consequence of the premises being found too limited.

The Yokohama *Mainichi Shimbun* announces that the Imperial Japanese Post Bureau is going to divide the Empire into eleven postal divisions, in each of which an officer is to be appointed from the Bureau, whose duty will be to inspect and report on all postal affairs in the division to which he will be attached. It is hoped that by these arrangements, great benefits will accrue to the people, as the postal system will be much extended.

His Excellency Yanomoto, late Minister to Russia, was, on the 11th instant, admitted to an audience of the Mikado, who afterwards presented him with sake and refreshments. The Yokohama *Mainichi Shimbun* tells us that during his sojourn in Russia, he was treated with the greatest respect and hospitality. Whenever he wished to travel, carriages were provided for him free of charge, and people of all classes vied with each other in performing acts of kindness and attention to him. Our contemporary goes on to state that all these blandishments were showered upon the Minister, that the country might not seem to him to be an absolute monarchy; we must confess to being unable to see how the deduction is drawn therefrom, rather, getting fed and carried about for nothing must have reminded him of the "good old feudal days" of Japan, when, the higher a man's rank, the less he paid at a tea-house—and a touch of a sword handle was full payment for a tavern bill.—*Japan Mail*.

TOKIO.

Ura Gensho, of Tokio, has just completed his work on the South-western rebellion; it is contained in five volumes. On the 1th instant he presented a copy to the Imperial Household Department.

We hear that permission will shortly be given to photographers to offer for sale the photographs of the Mikado and the Empress. It will be remembered that some time ago, the sale of these portraits was forbidden.

Owing to the explosion of the ammunition stored in a godown in Shinsakunsho, Tokio, and by which some lives were lost the specially licensed merchants for the sale of rifles and ammunition, were, on the 12th instant, summoned to the Central Police Bureau, and were there advised of the necessity of not storing any such dangerous articles in any place where there are many dwelling houses in the neighbourhood.

After the bustle and excitement attendant on the arrival of the Mikado in the capital from his long tour had settled down, the usual feasting, receptions, and interchange of presents took place. A grand banquet was given at the Akasaka palace on the 11th instant at which the Mikado and the Empress Dowager were present; all the Kuwazoku who usually attend at the Jakonoma Hall, together with the Daishin, Sangi, and the princes of the blood, were allowed to participate in the feast in the same apartment as His Majesty.

Dressed fish of various sorts were presented to the Imperial Household department by the princes of the blood on the 11th instant, as a congratulatory offering for the Mikado's safe arrival, and on the same day the Daishin and Sangi who accompanied his late tour, were presented with a like offering by the Imperial Household Department. One of the most pleasing features in the inner life of the Japanese—from the highest to the lowest—is the giving and receiving of presents. Births, marriages, deaths, birthdays, holidays, or on the departure or return from a journey, are all made the occasion of present-giving amongst friends and there is a certain etiquette to be observed which is strictly adhered to, be the recipient or donor either noble or peasant. It is a pleasant feature in the general rejoicing to note that even the lowliest of the royal retinue were not forgotten, and participated in the festivities. All of the attendants of the Mikado on his late tour, were feasted by Her Majesty the Empress with *sake* and other refreshments, on the 9th instant.—*Japan Mail*.

A rumour is current, says this morning's *Akebono Shimbun*, that disturbances have occurred between Japan and Korea, connected with the treaty.

The editor of the *Kumamoto Shimbun*, was sentenced to a fine of ten yen on the 6th instant for an infringement of the law of libel. The *Maru Maru Shimbun*, a weekly comic journal published in Tokio, was suppressed on the 16th instant, by the Home Department. The editors of the *Kanayomi* and *Masaijo Shimbun* were sentenced to a fine of five and seven yen respectively for infringements of the law of libel.

The first meeting of the Tokio Chamber of Commerce was held at the Mitsui Bank on the 14th instant. Mr. Fukuchi (proprietor of the *Nichi Nichi Shimbun*) acted as chairman, and the meeting was opened at about six o'clock on that evening. The chairman informed the members of the monthly expenditure, and stated that they had to consider the Trade Mark Regulations, by order of the Kansho Koku (Mercantile Bureau) of the Home Department. Mr. Asabuno of the Mitsu Bishi Steamship Company was elected a member, making thirty-nine in all. Mr. Masuda, of the Foreign Committee, delivered a lecture on raw silk, which the chairman promised should be printed and distributed among the members. Mr. Okura, of the same Committee, stated his opinion to the effect that owing to the depreciation of paper currency, mercantile articles have increased very much in price. This theory was opposed by others, and it was decided by the majority of members to consider the question of Mr. Okura at the ensuing meeting. Mr. Masuda was then invited by the chairman to give an account of the condition of the Osaka Chamber of Commerce, which he had visited a week ago. At the end of his speech, the chairman addressed the members to the effect that when the proposed trade mark regulations are printed, a copy will be given to each member, and that discussion on them will take place at the next meeting, which is expected to be held in four days.—*Japan Gazette*.

KIOTO.

Some shizoku of Kioto are making arrangements for the establishment of a glass manufactory in that city, with a capital of fifty thousand yen.

It is announced that the first meeting of the Governors of Kioto, Osaka, Hiogo, Shiga, Wakayama, and Sakai, for the purpose of debating on the subject of local administration, was held in the Sakai Ken, on the 27th ult.

A public garden is to be opened within the grounds of the Imperial palace at Kioto, the sum of two hundred and fifty thousand yen has been granted to the Kioto Fu by the Government as a contribution to the expenses to be incurred in the work.—*Japan Mail*.

LOSS OF THE JAPANESE STEAMER "TOKUSHIMA MARU."

From the columns of the *Hiogo News* of the 9th instant we learn further details connected with the loss of the ill-fated steamer *Tokushima Maru*:—

A rice merchant of Awa, named Tsutsui, took passage on the vessel, accompanied by a female member of his household, intended to proceed to Osaka. On the afternoon of the 27th ultimo the steamer anchored at Komatsujima, and as she was not expected to leave immediately, Tsutsui and his companion landed, and slept on shore that night. When they awoke next morning they found they were left behind, the steamer having departed very early that morning. On the 29th, they reached Akashi, by boat from Awaji, and on the 1st instant arrived at Osaka, when they learned the terrible fate that had overtaken their fellow-passengers in the *Tokushima Maru*. It is needless to relate how they rejoiced at their good fortune in being left behind. The man immediately telegraphed to his wife and family the fact of the escape of himself and his companion, and of their safe arrival in Osaka. When the terrible news of the disaster to the third *Tokushima Maru* reached the wife, she was much distressed, and left, with a son, for Awaji, by the second *Tokushima Maru* in quest of intelligence about her husband. Nothing, however was known of the steamer, or those on board of her, and the woman was compelled to return home, anxious and disappointed. How delighted she was, to receive the telegram assuring her of her husband's safety!

One of the survivors, a man named Yasui, states that the fire began in the engine-room, and thence spread to the chief cabin. When he found himself in the water, he saw five or six persons trying to support themselves by holding on to a mat. A man who was also in the water tried to catch hold of him, but was carried away by the waves. When Yasui looked back towards the burning steamer, it seemed to him that the persons who leaped into the water were on fire. Their clothes were burning, and even their hair. This man Yasui was formerly a sailor, and this makes the third disaster through which he had passed in safety. He had permanently relinquished the idea of following the sea, but recently a friend of his offered to help him to buy a vessel, and he was on his way to Osaka to make arrangements when he was overtaken by the danger from which he at last so narrowly escaped.

The *Osaka Nippo* publishes the following narrative, by one of the survivors:—A report has reached us that another passenger by the ill-fated *Dai-san Tokushima-maru* has been picked up. He arrived in Osaka on the 4th, and communicates the following particulars of the disaster:—The 3rd *Tokushima-maru* left Tsudaura on the evening of the 27th ultimo. Owing to bad weather, she was compelled to remain at Wadaura till 4 p.m. on the 28th. At about 8 p.m., as she was off Numajima, between Awaji and Kii, the man heard sounds as if the engines were being repaired, but soon after those ceased, and he slept. About 11 or 12 he was aroused by cries from the first class passengers, and found that both the first and second class were in flames. There were no means of exit in the ordinary way and he was compelled to break through a window and leap into the sea. He fortunately succeeded in getting hold of a plank, and holding on to this, swam in the direction of Awaji, the sea being very rough. A junk hove in sight, but did not afford him any assistance; the wind being strong carried her away from him, and he thinks his cries for help may not have reached those on board. About 9 o'clock on the 29th, another junk bore down, and he was fortunately perceived, and taken on board; this was in the sea of Yunosaki, Kii. The junk was bound from Osaka to Tokio, with a cargo of salt, and had a crew of thirteen men. On the 30th, he was put on board a fishing boat, and landed at Kumanoura. The captain of the junk was exceedingly kind, and even offered him money to enable him to prosecute his journey. This help, however, he did not need, as he recollected having secured his money before leaving the burning wreck, and on searching his pocket he found he was still in possession of it. As an acknowledgment of the kindness he had received, he left a little *sake* money with the captain, and having thanked his rescuers, and assured them of his deep gratitude, he left for Osaka, overland, and arrived, as we have said, on the 4th. He knows nothing of the origin of the terrible disaster, by which so many lives were lost.

THE MOMUNDS.

The reported defection of the Momunds is a step which the Indian Government may have anticipated, yet it is one showing that the hill tribes are not so completely in our favour as was hoped; and we must be prepared to hear that other clans, whose allegiance to the Ameer has long been doubtful, will throw in their lot with him in the hope of being able to retaliate on us for damage inflicted in our numerous acts of retributive justice. The Momunds, it would seem, are the first to go, and a brief description of the tribe may not be out of place. They are a large and powerful clan, able to put from 15,000 to 20,000 fighting men into the field, men armed for the most part with fire-arms, many of these weapons being of English manufacture. A small section of the tribe occupy lands in our territory to the south of the city of Peshawur, but the main portion dwell in the hills to the north-west of that cantonment, between the Kabul and the Swat rivers; a remnant has emigrated to Candahar, and there are many settlers in Ningrahar and Logur. They are generally considered amongst the most savage of all Pathan tribes, which perhaps accounts for their disinclination to accept military service with us. Their principal chieftain is the head man of Lalpura, who holds his appointment direct from the Ameer Shere Ali, with whom he is connected by marriage.

From the earliest days of the annexation of the Punjab up to the present the Momunds have given us continual trouble. In 1850 and 1851, they committed no less than five attacks in force on British villages. Sir Colin Campbell moved out from Peshawur with a strong brigade in December, 1851, and inflicted a signal defeat on the tribe, and under his orders a fortified outpost was erected at Shubkudder, near the mouth of one of their principal passes. This for a time overawed them, but in 1854 they again commenced to misbehave, when Colonel Boileau was ordered to chastise them. So little effect had this, however, that we find in the six succeeding years they committed as many as 125 raids into British territory, in which about 150 of our subjects were killed or wounded and close on 1,500 head of cattle carried off. An expedition was organized for their punishment, but the Momunds obtained information of the intended move and surrendered their chiefs to Major James, the political officer at Peshawur. Comparative quiet reigned until December, 1863, when the torch of war, kindled by the Umbeyla Expedition, was lighted on the Momund hills, and a body of about 5,000 men, instigated, it was freely whispered, by the Ameer Shere Ali, moved down into British territory and threatened an attack on Shubkudder the British fortified outpost in their immediate vicinity. In an engagement that ensued, Lieutenant Bishop, of the 6th Bengal Cavalry, lost his life; and so defiant was the attitude of the enemy that Colonel A. MacDonnell, of the Rifle Brigade, moved out with a force consisting of about 1,800 men and three guns; a slight skirmish occurred on the 1st of January, 1864, and the Momunds were considerably worsted. For about six years the tribe remained very quiet. In 1873, however, a party of influential Momunds attacked and murdered Major MacDonald, Commandant of the Michni Fort, and then decamped into their own territory. Escaping unpunished for this outrage, the clan grew bolder daily, and on more than one occasion the expediency of thoroughly coercing them has been mooted. However, they have escaped up to the present, and now, as a reward for our forbearance, they have elected to side with Shere Ali against us. If this report be well-founded, the Ameer will derive great benefit from this last addition to his numbers, while we shall find the difficulties of forcing the Khyber Pass proportionately enhanced.—*Times*.

DECAY OF AGRICULTURE IN RUSSIA.

The *Cologne Gazette* publishes a letter which it has received from a correspondent in Russia, and in which it is said that whatever course events may take Russia will not be able for some time to come to devote any attention to foreign affairs. Things have come to such a pass in the interior that the Government will have no choice but to address itself to the introduction of reforms, for the simple reason that the reserve of paying power has been squeezed dry. It is characteristic of the decay into which Russian agriculture has fallen, says the writer, that when revenue officers now visit farmhouses to see what articles there are to take by way of distress in satisfaction for arrears of taxes, they frequently find now those most necessary implements wanting which they are forbidden to take because they are considered absolutely indispensable. They have been sold for the necessaries of life, and peasants in Russia lead a life which workmen in the West of Europe would consider too bad for beggars. The question which concerns them is not if they are to work 12 hours a day or 10, not how much meat they are to eat, but how they are to procure bread, and bread, too, which would be thought undeserving of that name in the West, being made of bran, some very coarse meal, and chaff. Even of that strengthless food there is lack.

ROUMANIA'S EYES OPEN AT LAST.

Russia's relations with Roumania continue to be far from satisfactory. The latter country, to which a never-to-be-forgotten lesson was administered by their "faithful" allies, the honest and disinterested Russians, objects to receiving the Dobrudscha as a generous gift from the Muscovites, the Bucharest Cabinet maintaining that the Dobrudscha accorded to Roumania not by Russia, but by the Great Powers of Europe assembled at a Congress at Berlin, is merely a compensation for the loss of Bessarabia. In order to avoid future complications, and once for all to assert her independence from Russia, the Roumanian Government refuses to conclude any convention or stipulations which might in the least be construed in a sense as if the Czar were the free donor of the Dobrudscha. The Roumanian authorities, very tenacious of their prerogatives, likewise object to have a military road reserved to the Russians through Roumania proper for the maintenance of undisturbed communication with the army of occupation and its eventual return home. They propose that this military road should be exclusively confined to the Dobrudscha. The Roumanians, who have long enough endured the presence of the haughty and arrogant Russians, are eager to free their country from the hated invader, who, coming under pretext of liberating the Principality from the Ottoman thraldom, has turned out a much bitterer foe than the Turks.

DEPRESSED TRADE.

The Times says:—The explanation that a large part of the falling off in the Board of Trade returns is to be accounted for by the great reduction of prices, which has been steadily going on for several years, is only too familiar. It is inevitable that such a fall of price should complete the ruin of merchants, manufacturers, and bankers, who were all counting on a rise to pull them through, to increase the margins of the borrowers, and enable the advances from the banks to be paid off. Instead, the margins have been diminished or more than quite eaten away; the banks have been called on day by day to throw good money after bad, and others as well as the City of Glasgow Bank have probably been weak enough to yield to the temptation, though we trust not on the same scale. Now, the day of reckoning has come in the shape of events which increase the vigilance of every one, and force the most reputable firms to go into partial liquidation. There must be no small boldness somewhere in giving assistance if the bad business which all these circumstances have produced end in no more serious failures than what have already occurred. But while the situation is such as to call for prudence, the excessive apprehension which exists in some quarters is deserving of reproach and condemnation. In what may be really apprehended there is nothing that a prudent business man should fear. Times of depression and failure are in the ordinary course of things, and if a business is conducted on principles which only answer in fair weather, it ought to be brought to a stop. The prudent man who has kept transactions within his means in every way, and who has stuck to a legitimate trade, is quite sure, even in the worst crisis, of ample facilities for carrying on; much more he may be sure of this in circumstances like the present, which are likely enough to pass away with nothing more serious than prolonged apprehension and anxiety.

VOLCANIC ERUPTIONS.

The Times correspondent writes from Naples, September 29th:—"For the last two or three days, according to Professor Palmieri's report, the activity of the mountain has much diminished and the sismic instruments have been quieter. At the time of the new moon there was an increase of activity, as is always the case, and as we shall witness, no doubt, at the time of full moon; but the mountain pursues its regular course, except at these seasons, and some little time must elapse before what the world calls an eruption will occur. Of what character it will be it is impossible to say precisely, but appearances indicate that it will be a lava eruption—presenting indeed a most brilliant spectacle, but unaccompanied by those horrors which marked the eruptions of 1854, 1861, and 1872. I witnessed them all three, and cannot sympathise with the almost joyous expectation of numbers of persons who are looking forward to another as a kind of festive scene. During that of 1854 our houses rocked and we spent the night in the streets. A slight increase of the movement would have brought the house about our ears, and this at intervals lasted for two days and two nights. Those who were killed in the provinces amounted to many thousands, as I remember, through the exertions of the English residents and visitors a subscription was raised, which was distributed in the Basilicata by an English committee. In 1871 Torre del Greco was partially destroyed—I believe for the tenth or eleventh time. Yet, though the whole population fled, all soon returned, rebuilt their houses, and are now living at the base of the mountain as careless and thoughtless of danger as the animals around them. The eruption of 1872 was most terrific; darkness was on the face of the land. Upwards of 200 persons were destroyed on the mountain, many of whom were brought past me as I stood at Resina scorched and skinned alive. No one who has ever witnessed any such disaster will look forward to it with any pleasure. It is an awful spectacle, and even a lava eruption must awaken sympathy for those who watch the burning flood destroying their land, and their household gods. It is to be hoped that the eruption which is now pending will be limited to this, but, as Professor Palmieri observes, it is impossible to say how it will terminate. The agents are all unseen, but appearances indicate that it will not be of so disastrous a character as any one of the three I have named. After a week of about as bad weather as we could have had, the sky is again of a spotless blue, and a gentle north wind scarcely crisps the sea. Few foreigners have come as yet, and there is, as usual, a strong desire to make capital out of Vesuvius. With the glass at 70 we are congratulated on having such a delicious cool temperature; and it is delicious after having been baked with a temperature of 94. A heavy column rises from the mountain, but for the last two nights I have not seen even the reflexion of the lava on the sky."

"Some tremendous volcanic eruption has occurred lately in the Pacific, all vessels that have been cruising about in that ocean reporting having passed immense quantities of floating pumice stone, the *Samoa Times* in giving a report of the voyage of the *John Williams*, mission barque, says:—"On the outward voyage, when about 120 miles to the east of Nukulaelae, vast quantities of pumice stone were passed, and the shores of all the Ellice Islands from Nukulaelae to Niutao and Nanumea are thickly covered with it. It is no exaggeration to say that hundreds of tons have been thrown up on every island. Stumps of trees and thick bamboos with roots attached have been thrown up on some of the islands. Early in May the brig *Isabelle*, Everts, master, from Sydney, called at Vaitupu, and there left a report that there has been some volcanic eruption in the Society Group. One report even says that Raiatea and Borabora have been destroyed, and 2,000 lives lost. There have also passed while beating back between Nukulaelae and Gakaofo, one malili tree about eighty feet long, one cocoanut tree, and four other gigantic forest trees, all evidently proofs that the story of Captain Everts is probably only too true. The pumice stone began to arrive on the Ellice Islands about the middle of April, and continued till the middle of June. When first noticed there was no seaweed growth on the pieces, and no barnacles, but by the beginning of June this began to be plainly noticeable. There is no trace of the pumice stone in the Union or Gilbert Groups, and the time of its arrival in the Ellice Group will be interesting to those who study the question of ocean currents."

FAILURE OF THE CITY OF GLASGOW BANK.

This bank was established in 1839 with a capital of £1,000,000, in £100 shares; the liability on which, however, is unlimited, as in the case with all the Scotch banks, and the number of shareholders now on the list is stated to be 1,249, many of whom are no doubt wealthy and will be enabled to meet the calls that may be made upon them, whilst the majority will probably be involved in irretrievable ruin. This failure is the greatest misfortune which has befallen the Scottish banking world since the unfortunate stoppage of the Western Bank of Scotland in 1857, the liquidation in which, although the bank had an unusually wealthy body of shareholders, has only been recently brought to a close. On that occasion a considerable run took place on the various Scotch banks by the discrediting of their notes, but on the present occasion the managers of the various banks in order to lessen such a contingency agreed to receive as cash any notes of the City of Glasgow Bank which might be presented to them, thus rendering themselves creditors of the failed bank. The doors of the Western Bank of Scotland were closed on the 9th November, 1857, and two days afterwards the City of Glasgow also stopped payment. The greatest confidence, however, was entertained of the vitality of the institution, and in about a month the bank, with the assistance of kindred institutions and its own shareholders, was enabled to resume business, which rapidly increased, and to all appearance placed the establishment in a sound position—a position, however, now proved to have been founded on a false basis. Indeed, it would appear that, neglecting the lessons of the past, the bank has from the date of resuscitation been most recklessly and incautiously managed, whilst it has been drawing a large number of victims into its net by the establishment of branches throughout Scotland, until, at the time of failure, it had 103, including the Bank of Mona in the Isle of Man, the depositors of the latter being chiefly small tradesmen and fishermen; indeed, at all branches the City of Glasgow appears to have been essentially a tradesman's bank, and hence the loss is likely to be spread over a very wide surface. The bank was managed (?) by seven directors in Glasgow, four in Edinburgh, and two in Aberdeen, and the worst feature in the failure is undoubtedly the fact, that with one or two exceptions, all the directors have been more or less borrowers of the bank, four of the Glasgow directors owing it nearly a million. To show the confidence placed in the bank, we may state that in December, 1875, the £100 shares stood on the Glasgow Stock Exchange at 228, 1876, 228, and 1877, 243, whilst on Monday, the 30th ult., the day before the stoppage, the price was 235½. The dividends declared for 1873-4 (the accounts being made up annually to the first Wednesday in June), 1874-5 and 1875-6, were 11 per cent. per annum, and for 1876-7 and 1877-8, 12 per cent., one-half of the latter having been paid on August 1, and the second half being payable on the 4th February next. The last balance-sheet presented to the shareholders to the 5th June of the present year, stated as the result of the year's business that the amount to the credit of profit and loss brought forward from the previous year was £18,502, from which had to be deducted income-tax on dividend paid to the shareholders £1,500, leaving £17,002, to which had to be added profit for the year £125,094, making £142,096, from which the directors recommended the payment of a dividend of 12 per cent. (as above stated), amounting to £129,000, of which £60,000 has since been paid; and it recommended that the defalcation at the Mona Bank by the robbery by the accountant Gray, £8,873 should be written off (although they expected a large portion of it to be recovered), carrying forward £13,223, and the reserve fund standing unaltered at £450,000. The same account showed the liabilities to amount to, on deposit and current accounts, £8,102,001; notes, £710,252; and drafts and acceptances, £1,488,245—a total of £10,300,498; whilst the assets consisted of discounts and advances, £8,484,467; buildings and advances on heritable (*i.e.*, reversionary) property, £265,324; cash, £845,963; and Government securities and balances with correspondents, £2,296,840; together £11,892,594—showing that the whole of the original capital, the reserve, and the year's profit, amounting to over £1,600,000, was free from encumbrance. There can be no doubt that at the time this report was made, and we should suppose for many years previously, the manager, if not the directors, must have known that the accounts were fictitious, and that a large portion of the discount and advances, amounting to £8,500,000, was irretrievably lost, it being now stated that as much as £6,000,000 had been advanced to less than a dozen firms. It is further feared that the reserve, or a portion of it, has been applied to the bolstering-up of the price of shares by purchases, the shares so taken being put in the names of trustees to prevent the real truth becoming known, and it is admitted the Bank so held £153,000 shares. That the audit has been a mere sham is now evident; and there can be no doubt that the allowing of directors of their firms to become borrowers from the bank or banks they are supposed to manage is a most vicious system, and the auditors ought to be bound to report any such advances to the shareholders; whilst there would appear to be no security against the continued carrying forward of insolvent accounts as good assets, but an independent valuation of all securities at given times, by parties altogether unconnected with the bank, over the appointment of whom the directors should have no control, if, indeed, it is not placed in the hands of some public department such as the Board of Trade or the Court of Chancery, to whom the examiners should be held liable for the accuracy of their reports. The ultimate losses cannot at present be stated with any degree of accuracy, but they are estimated at from £2,000,000 to £3,000,000, which with the expenses of liquidation, will fall on the shareholders so far as their property will go to cover it, and amongst whom, no doubt, much distress will be experienced. Although at first great alarm prevailed, it is now believed that the failures consequent on that of the bank will be confined to a few Glasgow houses of doubtful credit, and some half-dozen others to whom large credit ought never to have been given, and will not materially interfere with business generally. The Committee of Investigation has reported that it would be impossible to attempt to resuscitate the bank, and a meeting of the shareholders has been called for the 22nd to consider a proposal for liquidation.

The only failures so far announced in connection with the bank are those of Messrs. Smith, Fleming & Co., merchants, Leadenhall-street, with their correspondents, Messrs. Wm. Nicol & Co., of Bombay, and Messrs. Fleming & Co., of Kurrachee, which, although nominally three, are in reality one firm, whose liabilities to the bank jointly amount to about $3,000,000; Messrs. Potter, Wilson, & Co., of Glasgow, with liabilities of £290,000, of which £190,000 are due to the bank, of which the principal partner in the firm, Mr. Lewis Potter, was a leading director; and three small houses, William Simons & Co., shipbuilders, Renfrew; Messrs. C. H. Dunlop & Co., cotton manufacturers, Glasgow; and Thos. Bowman & Co., manufacturers, Glasgow.—*Brief.*

MISCELLANEOUS.

The *Pittsburg Telegraph* thinks that the best plan to make a barrel of flour go a long way is to send it to the starving Chinese.

The individual who called tight boots comfortable defended his position by saying they made a man forget all his other miseries.

A celebrated philosopher used to say, "The favours of fortune are like steep rocks—only eagles and creeping things mount to the summit."

Said an old friend: "I don't like a man who is intimate on short acquaintance, because he is almost sure to be 'short' on intimate acquaintance."

The youngster who was sent away from the table just as the pastry came on went sadly upstairs, singing, "Good-bye, sweet tart, good-bye."

An honest Hibernian, in a company who blamed the clergy for taking a tenth part of the people's property, exclaimed, "Ay, they would take a twentieth part if they could."

Mrs. M'Luckie: "Why, Donald, you told me yesterday that you were going to join the temperance ..." Donald: "... to the Temperance Hall, and found that there was no vacancy until the end of the year."

At the first meeting of the Ethnographical International Congress, held at the Trocadero in Paris, Mr. Joseph Halévy gave important particulars of the morals and ethics of Central Arabia, and in particular of the ancient realm Saba, into which he has penetrated. In this region the traveller discovered traces of civilisation, which for centuries must have got away. Mr. Halévy has been able to describe the merits and virtues of the Arabians, descendants of the former Sabeans. Among many important facts is the following item of interest: Central Arabia is divided among a great many tribes, who are continually at war with each other, and almost everywhere has its strict castes, a kind of nobles, labourers, and Jews. The Jews are only permitted to learn trades and work as artisans; they are mere slaves, but slaves who are permitted to select their own masters, as they may choose; but these must give security for the protection of their servants, and, what seems most remarkable, they are all faithful to their word or contract.—*Jewish World.*

A portrait round which a very exceptional amount of literary interest clusters has been offered to the trustees of the National Portrait Gallery for purchase. It is a likeness of Charles Lamb, painted by the artist and essayist, William Hazlitt, and presented to Coleridge; Coleridge left it to his friend and host, Mr. Gillman; and from the widow of Mr. Gillman it has come to its present owner, Mr. Moger. The likeness has been spoken of with especial praise by Crabb Robinson in his Diary. The picture represents Lamb at the age of about 30, in a 16th century Spanish costume, half length and full size; the amount of lifelike variable expression in the face is very considerable, and the execution is sufficiently good to show that Hazlitt, however superior he may have been as a writer, was not by any means without capability as a painter. A duplicate of this portrait is in the possession of Mr. Moxon; there can be no doubt that the original is the one now offered by Mr. Moger for purchase. It has been engraved in one of the collections of Lamb's letters, but the picture is vastly better than the engraving.

Dismal stories emanate from the impresarios of Germany, Austria, Russia, and France as to the losses experienced by paying the exorbitant exactions of prime donne, and of the agents who represent their interests and their own at the same time. There is hope of amendment when things come to the worst, and, although the project of a congress of opera-house directors to coalesce in the resistance to the demands of ruinous salaries by singers has failed, the stupid losses of directors in more than one capital may [illegible]. M. Escudier, of the Théâtre Italien in Paris, has given up the notion of carrying on an undertaking in which he was not allowed to dictate his terms to the artist, or to those who form them, and he has had to devote a portion of the house to the payment of an organised claque to secure *furore* and a shower of bouquets, and will devote his energies to the Théâtre Lyrique, at the Salle Ventadour, having the aid of a Government grant. The *New York Herald* has been exposing the vicious star system, insisting upon the observance of [illegible] the adoption of which has been urged in the *Athenæum* for half a century—namely, the obligation of impresarios to secure a perfect *ensemble*, or, as it is now called, an "all-round performance" of principals, band, and chorus, in place of sacrificing masterpieces to promote the popularity and to increase the dictatorship of individual artists, a *modus operandi* which has advanced rapidly to exaggeration [illegible] Italian opera.—*Athenæum.*

COMMERCIAL INTELLIGENCE.

EXCHANGE.

On LONDON.—
Bank Bills, on demand ...3/7¼
Bank Bills, at 30 days' sight ...3/7½
Bank Bills, at 6 months' sight ...3/8¼
Credits, at 6 months' sight ...3/8½
Documentary Bills, at 6 months' sight ...3/8¾
On BOMBAY.—Bank, sight ...[illegible]
On CALCUTTA.—Bank, sight ...[illegible]
On SHANGHAI.—
Bank, sight ...72¼
Private, 30 days' sight ...72¾

SHARES.

Hongkong and Shanghai Bank Shares—72 per cent. premium.
Union Insurance Society of Canton—$1,600 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,275 per share.
Yangtsze Insurance Association—Tls. 720 per share.
On Tai Insurance Company, Limited—Tls. 110 to 120.
Chinese Insurance Company—$340 per share.
Hongkong Fire Insurance Company's Shares—$910 per share.
China Fire Insurance Company's Shares—$225 per share.
Hongkong and Whampoa Dock Company's Shares—17 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$12 prem.
Shanghai Steam Navigation Company—Tls. 17 [illegible]
China Coast Steam Navigation Company—Tls. 104 per share.
Hongkong Gas Company's Shares—$95 per share.
Hongkong Hotel Company's Shares—$65 per share.
China Sugar Refining Company, Limited—$160 per share.
Chinese Imperial Loan—£109.
Chinese Imperial Loan of 1877—£108.

SALES ON NOVEMBER 27TH AS REPORTED BY CHINESE.

Green Peas—160 bags, at $2.20, by Chun Chong to travelling trader.
Mushrooms—Scotes at $29.00, by Chun Chong to travelling trader.
Dried Lily Flowers—20 bags, at $9.50, by Chun Chong to travelling trader.
Liquorice—10 bundles, at $7.70, by Chun Chong to travelling trader.
White Pepper—30 bags, at $14.40, by Hop Hing to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
November 27th.

Barometer—9 A.M.	30.240
Barometer—1 P.M.	30.180
Barometer—4 P.M.	30.168
Thermometer—9 A.M.	[illegible]
Thermometer—1 P.M.	[illegible]
Thermometer—4 P.M.	[illegible]
Thermometer—9 A.M. (Wet bulb)	[illegible]
Thermometer—1 P.M. (Wet bulb)	[illegible]
Thermometer—4 P.M. (Wet bulb)	[illegible]
Thermometer—Maximum	[illegible]
Thermometer—Minimum (over night)	[illegible]

CHINA COAST METEOROLOGICAL REGISTER.

TELEGRAMS. November 27th.

[illegible]

BAROMETER, reduced to 32° Fah. and sea-level, in inches, tenths, and hundredths. THERMOMETER, in Fahrenheit degrees; dry and wet bulb thermometers are registered. DIRECTION OF WIND is registered in sixteen points. FORCE OF WIND—0 calm. 1 to 3 light breeze. 3 to 6 moderate. 6 to 9 fresh. 9 to 10 strong. 10 to 11 heavy. 12 is hurricane. STATE OF WEATHER—B. Clear blue sky. C. Cloudy. D. Drizzle. F. Fog. H. Hazy. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rain. S. Snow. T. Thunder. U. Ugly, threatening. V. Visibility. W. Dew. Z. Calm. The letters are repeated to indicate any intensity of their significance. RAIN—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen [illegible] in inches and hundredths.

INSURANCES.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 2nd September, 1878. [1479

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of Premia will be allowed upon Insurances effected with this Office.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [24

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.
Hongkong, 1st June, 1878. [32

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [22

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [30

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follow:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20%) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SORY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
KWOK ACHEONG, of the Fat Hing Firm.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1480

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [23

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 104,000
TOTAL CAPITAL and Accumulations this date	Tls. 754,000

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. | C. LUCAS, Esq.
C. KREBS, Esq. | WM. MEYERINK, Esq.

SECRETARIES.
Messrs. RUSSELL & Co., Shanghai.

LONDON BANKERS.
Messrs. BARING BROTHERS & Co.

AGENCIES IN
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.

Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, 10th May, 1878. [45

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Agamemnon (str.)	Wilding		Butterfield & Swire	On or about 4th prox.
LONDON	Commissary	A. Merison	Hongkong	Meyer & Co.	Quick despatch.
LONDON	Sir Charles Napier	French	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Mary Fraser	Dexter	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Lizzie Perry	Pitman	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Moneta	Bisset	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Amy Turner	Newell	Hongkong	Russell & Co.	Quick despatch.
HAMBURG	Dirigo	Staples	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Alma	O. Ohlsson	Hongkong	Meyer & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Belgic (str.)			O. & O. S. Co.	On 3rd prox., at 3 P.M.
SAN FRANCISCO	Min-y-don	Leslie	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Niagara	Paulsen	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HONOLULU	Chocola	Kennett	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
CALLAO	Lord Macaulay	Monkman	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAIGON, SINGAPORE, &c.	Amazone (str.)	Didier	Hongkong	Messageries Maritimes	To-day, at noon.
SINGAPORE, BRISBANE, &c.	Menmuir (str.)	Darke	Hongkong	Gibb, Livingston & Co.	On 2nd prox., at 2 P.M.
SINGAPORE, BOMBAY, &c.	Lombardy (str.)	W. B. Hall		P. & O. S. N. Co.	On 5th prox., at noon.
PORT DARWIN, &c.	Mecca (str.)	Morney	Hongkong	Geo. R. Stevens & Co.	Quick despatch.
MANILA, via Amoy	Emmy (str.)	Blanco	Hongkong	Remedios & Co.	To-morrow, at 5 P.M.
YOKOHAMA	Tibre (str.)	De Girard		Messageries Maritimes	Quick despatch.
YOKOHAMA	Sunda (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Peiho (str.)	Pasqualini		Messageries Maritimes	Quick despatch.
SHANGHAI	Patroclus (str.)	White		Butterfield & Swire	On or about 29th inst.
SHANGHAI	Teheran (str.)			P. & O. S. N. Co.	Quick despatch.
AMOY	Diamante (str.)	Thebaud		Russell & Co.	Quick despatch.

INSURANCES.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.
Hongkong, 17th April, 1873. [33

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20%).

GILMAN & Co., Agents.
Hongkong, 7th July, 1874. [29

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [25

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 14th August, 1878. [1388

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

The Undersigned are prepared to accept RISKS at GREATLY REDUCED RATES and upon Terms very favourable to the Assured.

OLYPHANT & Co., Agents.
Hongkong, 18th October, 1878. [1733

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [21

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [20

AH YON, SHIPS' COMPRADORE AND STEVEDORE,
No. 57, PRAYA WEST.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS, and OILMAN'S STORES,
Of the Best Quality and at the Shortest Notice.
Hongkong, June 1st, 1878. [1126

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

LONDON: TRÜBNER & Co., 57, PATERNOSTER ROW.
HONGKONG: "DAILY PRESS" OFFICE, WYNDHAM ST.

SHIPPING ADVERTISEMENTS.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALBYN'S ISLE, British bark, Burgess.—Rozario & Co.
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NARDOO, British bark, Paul.—Chong Woo.
NIAGARA, German bark, Paulsen.—Wieler & Co.
ORION, British bark, Scott.—Arnhold, Karberg & Co.
PENEDO, British steamer, Hyde.—Melchers & Co.
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VERONA, British bark, Bartlett.—Arnhold, Karberg & Co.
VESTA, German bark, Dirks.—Melchers & Co.
YOTTUNG, British steamer, Goggin.—Kwok Acheong.

NOTICE.

COKE and TAR for SALE in quantities to suit Purchasers.

Apply at the GAS WORKS, WEST POINT.

A. NEWTON, Manager.
Hongkong, 6th November, 1878. [1826

NOTICE.

THE Undersigned have been appointed by Messrs. PIGOU, WILKS, and LAURENCE, Limited, Gunpowder Manufacturers, of Dartford and Battle, their AGENTS in HONGKONG.

MEYER & Co.
Hongkong, 6th February, 1878. [1268

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed

IN THE BEST STYLE
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SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
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FOR AMOY.

THE Steamship
"DIAMANTE,"
Captain Thebaud, shortly expected, will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 27th November, 1878. [1935

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTSZE.

THE Company's Steamship
"PATROCLUS,"
Captain White, will be despatched on or about the 29th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th November, 1878. [1914

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"AGAMEMNON,"
Captain Wilding, will be despatched on or about the 4th proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th November, 1878. [1785

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE,
Taking Cargo and Passengers for all AUSTRALIAN and NEW ZEALAND PORTS, TASMANIA, NEW CALEDONIA, and FIJI.

THE Chartered Steamship
"MECCA,"
Captain Morney, will be despatched as above EARLY IN DECEMBER.
For Freight or Passage, apply to
GEO. R. STEVENS & Co., Agents.
Hongkong, 11th November, 1878. [1867

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

THE Company's Steamship
"PEIHO,"
Commandant Pasqualini, will be despatched for
SHANGHAI
shortly after her arrival from Europe.
L. HENNEQUIN, Acting Agent.
Hongkong, 22nd November, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

THE Company's Steamship
"TIBRE,"
Commandant De Girard, will be despatched for
YOKOHAMA
shortly after the arrival of the next French Mail from Europe.
L. HENNEQUIN, Acting Agent.
Hongkong, 22nd November, 1878.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship
"SUNDA,"
will leave for the above place shortly after the arrival of the Steamship "TEHERAN" with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 25th November, 1878.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 25th November, 1878.

FOR HONOLULU.

THE British Bark
"CHOCOLA,"
Kennett, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 9th November, 1878. [1859

FOR SAN FRANCISCO.

THE A 1 German Bark
"NIAGARA,"
Paulsen, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 2nd November, 1878. [1811

FOR CALLAO.

THE British Bark
"LORD MACAULAY,"
Monkman, Master, having a large portion of her Cargo engaged, will have quick despatch as above.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 26th October, 1878. [1777

FOR LONDON.

THE British Ship
"SIR CHARLES NAPIER,"
Geo. French, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 17th September, 1878. [1560

FOR NEW YORK.

THE A1 British Ship
"MARY FRASER,"
Dexter, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 16th September, 1878. [1558

FOR HAMBURG.

THE 3/3 L 11 American Bark
"DIRIGO,"
Staples, Master, will load here for the above Port and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, 25th July, 1878. [1273

VESSELS ON THE BERTH.

FOR SAN FRANCISCO.

THE A1 British Ship
"MIN-Y-DON,"
Captain Leslie, will load here for the above Port and will have quick despatch.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 27th November, 1878. [1936

FOR NEW YORK.

THE A1 British Bark
"MONETA,"
Captain Bisset, will load here for the above Port and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th November, 1878. [1m1937

FOR NEW YORK.

THE A1 American Bark
"AMY TURNER,"
Captain Newell, will load here for the above Port and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th November, 1878. [1m1938

FOR NEW YORK.

THE A1 British Bark
"LIZZIE PERRY,"
Captain Pitman, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 18th September, 1878. [1571

FOR HAMBURG.

THE 3/3 L 1·1 Swedish Bark
"ALMA,"
O. Ohlsson, Master, will load here and will have quick despatch.
For Freight, apply to
MEYER & Co., Agents.
Hongkong, 22nd November, 1878. [1917

FOR LONDON,
(If sufficient inducement offers.)

THE A 1 British Ship
"COMMISSARY,"
A. Merison, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, 16th November, 1878. [1891

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 28th November, 1878, at Noon, the Company's Steamship "AMAZONE," Commandant DIDIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 27th November, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

L. HENNEQUIN, Acting Agent.
Hongkong, 15th November, 1878.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON,
VIA BOMBAY;
ALSO
MADRAS AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "LOMBARDY," Captain W. B. HALL, will leave this on THURSDAY, the 5th December, at Noon.

Tea and General Cargo for London, will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, 25th November, 1878.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 3rd December, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 2nd December. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, 18th November, 1878.

NOTICE.

MOORE & Co.,
VARIETY STORE,
NEWS AGENTS AND TOBACCONISTS.
No. 43, QUEEN'S ROAD CENTRAL.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [15

ORIENTAL SUGAR REFINERY.

The Undersigned, having effected a LEASE of the above PROPERTY, PLANT, &c., have to request that, until further notice, all COMMUNICATIONS with reference to the business of the said Refinery be MADE TO THEM, either at their Office, Queen's Road, or at the Refinery Premises.

ADAMSON, BELL & Co.
Hongkong, 22nd May, 1878. [909

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE,
HONGKONG.

POST-OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE

For Haiphong.—Per sailing ship, to-day, the 28th instant, at 3 P.M.
For Shanghai.—To-day, the 28th instant, at 3.30 P.M.
For Straits Settlements.—Per *Lorne*, to-morrow, the 29th instant, at 3.30 P.M.
For Hoihow and Haiphong, carrying mails for Pakhoi.—To-morrow, the 29th instant, at 5 P.M.
For Saigon.—On Saturday, the 30th instant, at 2.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE" will be despatched from Hongkong on THURSDAY, the 28th November, with Mails to and through the United Kingdom and Europe, *viâ* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to East Africa, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of CLOSING the Mails, &c.:—

WEDNESDAY, 27th November,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 28th November,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE ENGLISH PACKET.

The British Contract Packet "LOMBARDY" will be despatched with Mails for the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, Europe and countries served through London on THURSDAY, the 5th December.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for the Mauritius.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 4th December,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 5th December,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry ceases.
10.15 A.M., Letters may be posted with Late Fee of 18 cents extra Postage, till
11 A.M., when the Post Office closes entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 A.M., when the Mail is finally closed.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet "BELGIC" will be despatched on TUESDAY, the 3rd December, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M., Registry of Letters ceases.
2.30 P.M., Post Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage, until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

POSTAL NOTIFICATION.

General Post Office, Hongkong,
9th July, 1878.

SIR,—An impression seems to have got abroad amongst the Mercantile Community here that correspondence from China for London when forwarded by French Packet will reach its destination more quickly if directed *viâ* Naples than if sent *viâ* Marseilles.

I have pointed out to the senders (who have been induced to redirect their letters for the Marseilles route) that this idea is most probably mistaken. As, however, the French Post Office Agent whom I consulted could not speak positively on the point, I have the honour to request information as to whether I am correct in supposing that no time would be gained by sending correspondence or closed mails for London to Naples instead of to Marseilles.—I have, &c.,

A. LISTER,
Postmaster General of Hongkong.
J. Tilley, Esq., C.B., London.

General Post Office, London,
4th September.

SIR,—In reply to your letter of the 9th July last, No. 478, I beg leave to inform you that advantage would certainly be gained by sending *viâ* Naples, instead of *viâ* Marseilles, the mails for England which you office make up for conveyance by French Packet.

In the ordinary course, those mails, if landed at Naples, should reach London twelve hours sooner than if carried on by the Packet to Marseilles. Such being the case, I have to suggest that the mails in question should be addressed in future *viâ* Naples.—I am, &c.,

EDW. H. REA.
The Postmaster-General, &c., Hongkong.

POST OFFICE NOTICE.

Mails for the United Kingdom, &c., by French Packet.

Under instructions from the London Post Office, the mails for the United Kingdom which have hitherto been forwarded *viâ* Marseilles, will henceforth be forwarded *viâ* Naples, as it is understood that a gain of twelve hours results from the adoption of this route.

As it would be extremely inconvenient to divide the mail and no practical advantage would result from doing so, all correspondence intended for the United Kingdom by French Packet will be sent *viâ* Naples, even though marked *viâ* Marseilles.

An impression appears to prevail that correspondence for the Mediterranean stations, Gibraltar, Malta, Cyprus, the Levant, Turkey, &c., can be forwarded only by British Packet. It can be forwarded also by French Packet, and if so forwarded generally arrives a week earlier than if it had been detained for the British Mail.

ALFRED LISTER, Postmaster General.
General Post Office, Hongkong, Oct. 22, 1878.

COMMUNICATION WITH BATAVIA.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China, and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon,
The English Mail.
The French Mail.
In the N.E. Monsoon,
A Private Steamer a few days before the English Mail.
The French Mail.

STAMP OFFICE.

The above Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

ALFRED LISTER, Collector.
Stamp Office,
Hongkong, 19th July, 1878.

POSTAL NOTIFICATION.

Information having been received by His Excellency Governor Pope Hennessy, C.M.G., of the entry of Canada on the 1st instant into the General Postal Union, it is notified that from that date the postage to be charged on correspondence for Canada will be according to the rates in force for Union Countries generally, viz.:—Letter, per ½ oz., 12 Cents; or *viâ* Brindisi only, 16 Cents. Registration, 8 Cents; or *viâ* Brindisi, 8 Cents. Newspapers and Prices Current, 2 Cents; or *viâ* Brindisi, 4 Cents. Books and Patterns, per 2 oz., 4 Cents; or *viâ* Brindisi, 6 Cents. All correspondence for Canada [illegible] unless specially otherwise directed.

By Command,
[illegible], Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd July, 1878.

EXTRACTS.

WORDS.

If words could satisfy the heart,
The heart might find less care;
But words, like summer birds, depart,
And leave but empty air.
The heart, a pilgrim upon earth,
Finds often, when it needs,
That words are of as little worth
As just so many weeds.
A little said—and truly said—
Can deeper joy impart
Than hosts of words, which reach the head,
But never touch the heart:
The voice that sings its sunny way,
A lowly heart to cheer,
Hath oft the fewest words to say
But, oh! those few—how dear!
If words could satisfy the breast,
The world might hold a feast;
But words—when summoned to the test—
Oft satisfy the least!
Like plants that make a gaudy show,
All blossoms to the root;
But whose poor natures cannot grow
One particle of fruit!

THE STORY OF RUSSIAN INTRIGUE IN ASIA.

BROKEN PLEDGES.—II.

In the autumn of 1869 the principal point of discussion between the English and the Russian Governments, in which Mr. Forsyth and Sir A. Buchanan played a leading part on the side of England, related to the necessity of exactly defining the boundaries of Afghanistan. The Indian Government had objected to that country being regarded as a neutral zone, and the English and Russian Cabinets were endeavouring to arrive at an understanding which should fix the limit over which the influence of each Government should be recognized. England was prepared to exclude herself from all points north of the Oxus. The territory of Dost Mohammed had extended to that river; and though Badakshan and Wakhan were the last provinces to come under Shere Ali's rule, the English Cabinet maintained the Ameer's right to those two districts. Russia, however, put forward a claim to both on the part of Bokhara and Khokand. But, plainly, she adopted that course on her own behalf; for the Bokharian Ambassadors then in St. Petersburg intimated to Mr. Forsyth that Bokhara had no power whatever over Badakshan. Russia's object in endeavouring to withhold those provinces from Afghanistan was evident. An examination of the successive steps in Russia's advance across Asia will show that, where the selection was possible, the Russian commanders have always preferred a mountain to a river frontier. When these negotiations were afoot Russia had reached the Oxus, her influence extended to that river, and the idea was already present to her generals that the Hindoo Koosh would be the preferable frontier. Sir Henry Rawlinson gives another reason for Russia's patronage of the claims of the khanates to the Afghan territory. He points out that the high road of trade between Western and Central Asia had always passed through Badakshan and Wakhan to Yarkand and Kashgar; and that it was Russia's aim to prevent such an important route coming into the hands of a State under English influence. It is amusing to see how skilfully Russian diplomatists laboured to veil this contemplated advance towards India under the guise of anxiety for the rights of Bokhara and Khokand. Foiled by the arguments of Mr. Forsyth and Sir A. Buchanan, they temporized by proposing that the negotiations should be deferred until a report had been presented on this subject by General Kaufmann. The British Cabinet frequently and persistently asked for the producing of that report, but different pleas for delay were made year after year. At length Lord Granville, in a despatch dated October 17, 1872, endeavoured to bring the question to a settlement. He proposed that the northern boundary of Afghanistan should include Badakshan and Wakhan, and that the line of frontier should begin in the north-east at Wood's Lake and extend along the Oxus to Khoja Saleh. Travelling westward from that place, he proposed that the frontier should touch Andkoi, which point is its extreme point to the north-west, and include Shibberjan, Seripol, Maimanat, and Aksha. Roughly speaking, the proposed limit of the north-west frontier of Afghanistan extended from Khoja Saleh on the Oxus to a point on the Persian frontier a few miles south of Sarrakhs. The Russian reply to this despatch admitted all that Lord Granville suggested from Khoja Saleh westwards; but Prince Gortschakoff continued to raise objections to those portions of the north-east boundary which included Badakshan and Wakhan. The October despatch of Lord Granville had also the effect of drawing forth the long-expected report of General Kaufmann. The document is full of detail, but it suggests no important points that deserve special notice.

Shortly after this exchange of ideas Count Schouvaloff unexpectedly arrived in London. On the 8th of January he had an interview with Lord Granville, and the various points of difference between the two Cabinets were considered. The leading subjects of discussion were the boundaries of Afghanistan and the proposed expedition to Khiva, about which the English Government had been making some pressing inquiries. It is not too much to say that the main object of Count Schouvaloff's mission was to obtain English approval of that expedition, and his instructions were to offer in return for that approval an acceptance of the British demand in regard to the Afghan frontier. On the 31st of January Prince Gortschakoff, assured of the success of the Schouvaloff mission, finally surrendered on the question of Badakshan and Wakhan, taking care, however, to represent his concession as "an act of courtesy," and as one involving "a responsibility on our part 'to induce Shere Ali to maintain a peaceful attitude,' and give up 'all measures of aggression or further conquest.'"

We now propose to deal with the engagements which Russia made and broke respecting Khiva. That khanate had come under discussion when the negotiations were progressing about the Duke of Argyll's proposal to make the Oxus the limit of Russian influence. Baron Brunnow pointed out as an objection that the proposed boundary would include a portion of the Khivan territory, and that Russia would thus be prevented from chastising the ruler of that country for outrages inflicted upon Russian subjects. Lord Clarendon admitted the right of the Czar to punish the Khan "on his own territory," adding this important proviso, "that England would rely on the honour of Russia as soon as she had obtained reparation again to revert to the arrangement, according to which the Oxus was to serve for the time being as the boundary which was not to be passed." Shortly after that conversation rumours of an intended expedition against Khiva were circulated. [illegible] questioned Prince Gortschakoff on the subject. The Chancellor denied that the Russian Government had any intention "to despatch a military expedition to Khiva." He declared, moreover, that "he would never consent to any further extension of the territory of the empire." "Prince Gortschakoff's language was so apparently sincere," continued Sir A. Buchanan, "that, notwithstanding the strong grounds which exist for believing that an expedition is preparing against Khiva, I shall endeavour to believe every word the Russian Chancellor has said." In the course of some further conversation on the Khivan question in June, 1870, Prince Gortschakoff assured the English Ambassador that "Russia neither required nor desired to possess the khanates." Khokand and Bokhara, he said, were ready to act according to her wishes, but Khiva was still disposed to be hostile. Nevertheless, at the same moment Russia was secretly preparing an expedition to Khiva; and, in addition to Bokhara, within two months of the last-mentioned date Russia took the important Bokharian fortress of Shahr-i-sabz (August 24, 1870). But the promises about Khiva still went on. In June, 1871, M. Westmann declared to Sir A. Buchanan that "he was aware of no change in the policy of the Government or of there being any intention to send expeditions either to Khiva or Bokhara." He added that an expedition to punish the Khan of Khiva, in order to force him to respect the Russian caravans, "had been contemplated, but the expedition would not take place, and any measures which might be adopted would be limited to partial operations on the frontier," in order to protect it. He further volunteered the statement that the relations with Bokhara "were satisfactory," and this representation was confirmed a few months later by the Ameer of Bokhara expostulating with the Khan of Khiva, and advising him to come to terms with the Russian Government. In March, 1872, the Director of the Asiatic Department at St. Petersburg (M. Stremooukoff) admitted that an expedition had been already sent against Khiva, and that the Russian generals had found "the occupation of the place would offer no strategical difficulties." In summing up the result of his conversation with M. Stremooukoff, Lord Augustus Loftus wrote: "I have gained the conviction that an expedition against Khiva is decided upon, and will be made as soon as the weather and circumstances permit." Six or seven months later the Russian papers announced that the expedition had been prepared, but M. Westmann denied (in September) that measures had advanced to such a stage. He, however, practically admitted that if the Khan interfered with commerce, and refused to give up the Russian prisoners, the Russian Government would punish him. As winter advanced, evidence increased of the Russian intention to send a force against Khiva. The subject came up, as we have already described, in the celebrated interview between Count Schouvaloff and Lord Granville. The Russian representative admitted that an expedition was decided upon for the spring, but declared that both its composition and its objects would be insignificant. The force would consist "of but four-and-a-half battalions," and its objects would be "to punish acts of brigandage, to recover fifty Russian prisoners, and to teach the Khan that such conduct on his part could not be continued. 'Not only,'" continued Count Schouvaloff, "'was it far from the intention of the Emperor to take possession of Khiva, but positive orders had been prepared to prevent it, and directions given that the conditions imposed should be such as could not in any way lead to a prolonged occupancy of Khiva.'" It was not long before the departure of the expedition gave an opportunity of testing the veracity of one of Count Schouvaloff's promises. The insignificant force of four-and-a-half battalions grew into three columns, which altogether numbered about 10,000 men, and was accompanied by forty guns. On June 10, 1873, Khiva fell, and the time came for fulfilling the second of Count Schouvaloff's engagements. The treaty which was imposed upon the Khan, in face of the Russian promise to make no territorial accessions, bestowed on Russia the whole of the Khivan territory on the right bank of the Oxus. Besides thus taking possession of a large extent of country, the treaty prepared the way for the entire absorption of the khanate, if Russia were so minded. It imposed an enormous indemnity, the payment of which extended over nineteen years; it extorted a declaration from the Khan of Russian suzerainty, and a renunciation of its right to maintain diplomatic relations or enter into treaties with the rulers of neighbouring khanates. Russia also obtained exclusive control of the navigation of the Oxus, and the right to establish commercial buildings on the left bank of the river.

Lord Granville's criticism on this flagrant breach of engagements was amusing. He saw "no practical advantage in examining too minutely how far these arrangements were in strict accordance with the assurances given in January by Count Schouvaloff." But, more surprising still, on the very heels of this experience of the value of Russian pledges, he proposed another arrangement. He declared the necessity of "a clear and frank understanding" as to the relative position of British and Russian interests in Asia, but suggested no definite plan for the attainment of that object further than to recommend that Russia should not take Merv nor interfere with the independence of the Ameer of Afghanistan. Lord Granville's moderation proved very acceptable to the Government at St. Petersburg. Prince Gortschakoff expressed his "entire satisfaction" at the "just view which Lord Granville had taken." "In my opinion," he exclaimed, "the understanding is complete." All that was required, according to his opinion, for the future agreement of the two Governments was a spirit of mutual good will and conciliation. The understanding between the two Powers rested "not only upon the loyalty of the two Governments, but upon mutual political advantages." As a proof of this loyalty, he repeated the positive assurance that "the Imperial Cabinet continues to consider Afghanistan as entirely beyond its sphere of action." This was in January, 1874.—*Pall Mall Gazette.*

TALKING FLAGS.

Landsmen as a rule, unless commercially or otherwise interested, trouble themselves but little in the habits, manners, and customs of the million and more of their fellow creatures who pass by far the greater part of their lives between sky and sea. The novel-reading public take not unkindly to nautical romance, considering the marvels and mysteries that are daily and hourly entrusted to her, and the many strange secrets that die with her, and are buried in her bosom; it would be wonderful indeed if the ocean did not offer an irresistible field to the story-wright—but of the practical, every-day existence of sea-faring folk, little we know and little we care. Possibly the salt concerns himself as little about the social usages of the faint-hearted multitude of shore-dwellers. Jack Tar, as we are informed by Mr. Dibdin, may think of us with a sigh of because of the perilous time we are having of it in the midst of flying tiles and chimney-pots, displayed by the fiercely-careering hurricane; but he shows himself liberal-minded in regard to us when, according to the authority just quoted, he expresses his opinion that "the world is wide, and there's room for us all," both for lubbers on shore. But it is to be feared that in his in mostheart, with one exception (*Beg of Wapping*), he looks on the human species unprovided with sea-legs as imperfect productions of Nature, while he is impressed with the immovable conviction that those who stick to *terra firma* are weak-minded and mistaken individuals, who do not know what is good for themselves. Now and then, however, as on the happening of some such terrible calamity as was witnessed recently at Woolwich, the two classes are for the time brought into closer intimacy. Certain particulars of evidence given during the official inquiry as to the cause of the disaster roused the common interest in the ways and means of the social economy of ship life, and it will not be out of place to make known to the uninitiated how it is that ships at sea a mile or so apart contrive to "talk" with each other. The newspaper reader has but to glance through the shipping intelligence, and probably he will find it mentioned more than once that such a ship was "spoken" by another vessel in the so-and-so latitude and so-and-so longitude, with, perhaps, a brief account of what was said on the occasion. Every one is, of course, aware, however, that the vessels do not come within hail of a speaking-trumpet. The questioning and answering are carried on by means of signs and symbols exhibited on flags which are hoisted aloft, and according to their configuration and arrangement speak a language well known to every experienced seaman, no matter what may be his nationality. The admirable system of communication between ships that are far apart on the ocean was invented by Captain Maryatt. Previous to the period mentioned the system was very imperfect and unsatisfactory. Then, as now, there were, of course, scores of thousands of vessels at sea, each one bearing a name duly inscribed on her hull. At a distance of half a mile or so, and by the aid of a good glass, the vessel's name might perhaps be made out; but if she was farther away the required information had to be spelt out to the questioner by means of flags, each one representing a single letter of the alphabet. As long as the names were short, *The Polly, The Swift*, or *The Gull* would require but a few squares of bunting; but when it came to *The Star Spangled Banner, The Pride of Newcastle*, &c., such an array of flags was necessary before the name could be fully spelt out as made the business not only extremely tedious, but led to frequent mistakes and confusion. To some extent the difficulty was got over by conferring on every vessel, as well as a name, a number by which she might be known to the last day of her existence. Nor might the said number be appropriated by another craft even after the one that originally had it had come to a violent end at sea, or had ended her days peacefully in the yard of the shipbreaker. A ship's number is part and parcel of her, and lives and dies with her. Such being the case, then, it might appear that the matter being so far simplified all that was desirable was attained, but for reasons already mentioned long numbers are as objectionable as long names. It was then that Captain Maryatt's ingenious plan came to the rescue. A very few moments' consideration of the subject will make it plain that the letters of the alphabet admit of combinations taken in groups, say of four, that are almost inexhaustible in their variety. A good-sized volume would probably be insufficient to contain the number of changes. This is the key of the modern maritime conversational code, which is adopted alike in the Queen's Navy and all other kinds of ships, man-of-peace as well as man-of-war being grateful for the inestimable boon. Indeed, it is obligatory on all British war ships and emigrant ships to carry a set of these signal flags. A whole set numbers twenty, and they cost from four to six guineas a set, none but the best bunting procurable being used in their manufacture. As well as the signal flags, every ship's captain is provided with a code book, which is a model of accuracy, and contains the name and number of every ship of size that sails the seas. The ships' names are arranged in column, and opposite to each is the corresponding number. Two vessels sight each other, and one flies what is the equivalent for "S.L.K.E." The captain of another vessel (who has already had the symbolical bunting) runs his finger down the column of the code book against "S," and speedily discovers that "S.L.K.E." is the *Northern Star* of New York. This preliminary adjusted, the two ships may go on talking to each other as long as the signal flags remain in sight.

For, as need scarcely be mentioned, it is not only for making known the designation of a vessel that the signal flags are useful. So multitudinous are the changes that may be wrought with the twenty separate symbols that they may be made to "say" almost anything. An admiral of the fleet will find in his code book the means by which he may for hours together communicate on every serviceable subject with the surrounding vessels under his command. And one can easily understand, when serious business is on hand, what an anxious time a flag-lieutenant must have of it looking out for the ever-shifting "talk flags" on the admiral's ship, asking questions and giving instructions, it being his—the flag lieutenant's—affair to see that intelligible and accurate returns are smartly exhibited. But it must be in the merchant and emigrant service that the practice of this maritime deaf and dumb alphabet is mainly valuable. Such vessels are more likely than the well-found craft that flies her Majesty's colours to come to grief. The code book, if not a complete conversationalist, contains at least five thousand exceedingly useful short sentences, and such as are likely to be needed. The combination of sets of four letters, or the pieces of bunting that represent them, shape, size, and colour distinguishing one from the other, is all that is required to make known to the passing stranger anything that may be amiss with you, or to ask him, if he happens to be able, to spare some particular article you have run short of. "X.D.P.S." would convey nothing very intelligible to a landsman, but the experienced seaman knows that it means, "Nearly out of water, can you spare a little?" or "Sprung a leak, all hands at the pumps;" "Shaft broken, can you take us in tow?" "Short of provisions;" "Can you spare an anchor and cable?" Sailors all the world over are proverbial for their generosity, and no doubt the virtue is fostered and strengthened by their constant and cheerfully recognised liability to be called on to help a shipmate in distress when no other assistance is within sight or sound. It is this mutual good fellowship that mitigates the hardships inseparable from sailor life, and if the assistance sought can by any possibility be rendered, the applicant is well assured that he will not be denied. Of course the same kindly disposition prevailed before the modern talking flag was adopted, but how much it has facilitated communication and saved time when precious life depended on it must be apparent to everybody who gives the subjects five minutes' thought.—*Globe.*

CHARACTERISTICS OF THE AGE.

You have now liberty and machinery; let us see what you are likely to get of them. Doubtless your emancipated schools are going to do wonders; your architects, your painters, your sculptors will invent ingenious new forms appropriate to the discoveries of science and the wants of the age, and machinery will reproduce them *ad infinitum*. Come along; here are railroads and steamboats at hand; inundate the world with your masterpieces. But no; these incorrigibles will continue to squander the blessings of Providence. Liberty, machinery, science will be for them but instruments of an unbridled competition, at the end of which one sees only commonplace and slopwork. Instead of creating they will copy and recopy *ad nauseam* the ancient models; in order to produce more rapidly, and at a lower price, they will contrive division of labour, that execrable invention which isolates men's faculties and destroys the conjunction of thought and effort without which one cannot create beautiful things.—"*Causeries sur l'Art et la Curiosité*," par E. Bonnaffé.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 27TH NOV., 1878.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	$3.50 to 3.60
Cotton Yarn, No. 16 to 24, per 400 lbs.	$85.00 to 89.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$94.20 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$105.00 to 112.00
Cotton Yarn, Bombay	$78.00 to 81.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocade Shirtings, per piece	$3.55 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.85
English Drills, 30 yards, per piece	$2.10 to 2.15
English Drills, 14 lbs., per piece	$2.30 to 2.40
English Drills, 15 lbs., per piece	$3.60 to 3.00
Grey Shirtings, 7 lbs., per piece	$1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	$1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	$1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.55 to 2.58
Grey Shirtings, 10 lbs., per piece	$2.70 to 3.15
Grey T-Cloths, 24yds. 32in. 6lbs. p. pc.	$1.15 to 1.30
Grey T-Cloths, 24yds. 32in. 7lbs. p. pc.	$1.40 to 1.80
Grey T-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.90 to 1.95
Grey T-Cloths, 24yds 36in 8lbs. QL p. pc.	$1.85 to 1.90
Grey T-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.55 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.35
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.40 to 3.45
White Shirtings, 7,000 reed, per piece	$3.15 to 3.20
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.75 to 5.80
White Shirtings, MH, per piece	$4.1[illegible] to 4.15
White Shirtings, EI, per piece	$5.10 to 5.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.65 to 3.75
Blankets, 9 lbs., per pair	$4.35 to 4.45
Blankets, 10 lbs., per pair	$4.65 to 4.75
Blankets, 12 lbs., per pair	$5.75 to 5.80
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.60 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, BBB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.00 to 8.65
Long Ells, MM Assorted, per piece	$8.00 to 8.65
Long Ells, HH Scarlet, per piece	$8.60 to 8.65
Long Ells, HH Assorted, per piece	$8.60 to 8.65
Long Ells, H Scarlet, per piece	$8.60 to 8.75
Long Ells, H Assorted, per piece	$8.45 to 8.55
Lastings, DD, per piece	$14.90 to 15.00
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Rod, per picul	$1.95 to 2.00
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.60 to 2.75
Iron, Wire, per picul	$6.55 to 6.60
Lead, WB, per picul	$5.40 to 5.45
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$61.00 to 61.50
Quicksilver, American, per picul	$62.00 to 62.50
Steel, English, per tub	$3.15 to 3.20
Steel, Swedish, per tub	$4.15 to 4.25
Sheathing Metal, per picul	$21.00 to 22.0
Spelter, per picul	$7.30 to 7.35
Tin, Malacca, per picul	$18.90 to 20.00
Tin, Plates, per box	$4.65 to 4.75

PRODUCE.

Almonds, per picul	$22.50 to 23.00
Alum, 1st quality, per picul	$1.95 to 2.00
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Siam, per picul	$0.85 to 1.10
Bark, Camphor, per picul	$15.20 to 15.[illegible]
Bêche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$15.00 to 15.50
Bees Wax, Hankow, Yellow, per picul	$46.00 to [illegible]
Bees Wax, White, per picul	$68.00 to 68.50
Birds' Nests, 1st quality, per picul	$3,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$130 to 210
Brimstone, per picul	$2.85 to 3.15
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.05

PRODUCE.

Camphor, packed, per picul	$20.00 to 21.50
Camphor, Baroos, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamoms, Superior	$137 to 147
Cardamoms, Inferior, per picul	$23.50 to 24.00
Cloves, per picul	$42.00 to 43.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$9.00 to 9.75
Coals, Sydney, per ton	$7.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$28.00 to 29.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 16.20
Cotton, Calcutta, per picul	$14.50 to 15.20
Cotton, Ningpo, per picul	$16.50 to 17.10
Cotton, Shanghai, per picul	$16.20 to 16.80
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$16.50 to 17.40
Cotton, Tungchow, per picul	$16.50 to 17.40
Cotton Seeds, Saigon	$5.40 to 5.60
Cotton Seeds, Siam	$4.90 to 5.20
Cuttlefish, Japan	$21.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 2.5.5 to 2.6.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$8.60 to 9.60
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.65 to 1.90
Flour, American, per barrel of 100 lbs.	$3.75 to 3.80
Flour, American, per barrel of 200 lbs.	$5.85 to 6.00
Fungus	$38.00 to 39.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hemp, Ordinary, per picul	Tls. 13.0.0 to 13.5.0
Hemp, Superior, per picul	Tls. 21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.00 to 5.80
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$11.00 to 11.50
Mussels, Dry Siam middle, per picul	$8.55 to 8.75
Mussels, Dry Siam small, per picul	$7.45 to 7.75

Pea Oil, per picul	Tls. 5.8.5 to 5.0.0
Peas, White, per picul	$2.18 to 2.20
Peas, Green, per picul	$2.05 to 2.15
Peas, Black, per picul	$1.90 to 1.94
Peas, Yellow, per picul	$2.06 to 2.10
Peas, Green Beans, per picul	$2.18 to 2.20
Pearl Barley, per picul	$0.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,0[illegible] to [illegible]
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.05 to 2.10
Rice, Siam, No. 2, per picul	$1.90 to 1.95
Rice, Siam, milled No. 1, per picul	$1.70 to 1.75
Rice, Siam, milled No. 2, per picul	$1.60 to 1.65
Rice, Saigon, No. 1, per picul	$1.42 to 1.46
Rice, Saigon, Hemp bags	$1.50 to 1.55
Rice, Saigon, Straw bags	$1.42 to 1.46
Rice, Japan	$2.15 to 2.20
Saltpetre, per picul	$6.55 to 6.75
Seaweed, Green, per picul	$2.75 to 2.80
Seaweed, Cut, per picul	$3.10 to 3.25
Sesamum, White, per picul	$5.35 to 5.75
Sesamum, Black, per picul	Tls. 3.2.5 to 3.3.5
Sharksfins, per picul	$35.00 to 90.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$8.50 to 8.60
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$6.55 to 6.85
Pepper, White, per picul	$12.80 to 13.20
Pepper, Black, per picul	$7.65 to 7.77
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$8.45 to 8.65
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.30 to 1.50
Sapan Wood, Siam, per picul	$1.95 to 2.05
Sugar, Shekloong, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shekloong, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shekloong, Brown, per picul	$4.00 to 4.65
Sugar Candy, Shekloong, per picul	$9.55 to 9.85
Sugar Candy, Foochow, per picul	$9.80 to 10.20
Sugar Candy, Swatow, White, per picul	$6.85 to 7.15
Vermicelli, Tientsin, per picul	$8.60 to 9.50
Walnuts, per picul	$5.25 to 5.80
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, California, per picul	$2.20 to 2.25
Wood Oil, per picul	Tls. 3.8.0 to 3.8.5
Window Glass, per box	$2.25 to 2.35

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amazone	Nov. 25	Didier	Fren. str	2172	Messageries Maritimes	Marseilles
Atalanta	Nov. 23	Petersen	Ger. str	713	Meyer & Co	Hoihow
Belgic	Nov. 21	Meyer	Brit. str	1716	O. & O. S.S. Co	S. Francisco
Bombay	Feb. 13		Brit. str	749	Kwok Acheong	
Conquest	Nov. 25	Scott	Brit. str	317	Kwong Lee Yuen	Haiphong
Douglas	Nov. 23	Goddard	Brit. str	864	D. Lapraik & Co	East Coast
Emuy	Nov. 27	Blaise	Span. str	222	Remedios & Co	
Fat-choy	Nov. 20	Holland	Brit. str	153	G. McBain	Macao
Fu-yew	Nov. 23	Croad	Chi. str	930	C. M. S. N. Co	Shanghai
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	Canton
Killarney	Nov. 14	O'Neill	Brit. str	1062	Gibb, Livingston & Co	
Kinshan	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	Canton
Kiu Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Kiung-chow	—	D. Browne	Brit. str	348	Kwok Acheong	Macao
Lorne	Nov. 17	McCulloch	Brit. str	1035	Melchers & Co	Singapore
Mecca	Nov. 21	Morney	Brit. str	687	G. R. Stevens & Co	Australia
Menmuir	Nov. 19	Darke	Brit. str	1247	Gibb, Livingston & Co	Australia
Namoa	Nov. 15	Westoby	Brit. str	862	D. Lapraik & Co	
Norna	June 28		Brit. str	308	Kwok Acheong	
Ponedo	Nov. 20	Cain	Brit. str	642	Melchers & Co	Saigon
Sea Gull	July 18	Roberts	Amr. str	48	C. Traders' Insurance Co	
Sunda	Nov. 19	Reeves	Brit. str	1029	P. & O. S. N. Co	Yokohama
Tibre	Nov. 25	de Girard	Fren. str	1009	Messageries Maritimes	Yokohama
White Cloud	—	A. G. Carey	Brit. str	652	H.C. & M. Steamboat Co	Macao
Yet-sui			Brit. str	250	Kwok Acheong	
Yottung	Nov. 23	Goggin	Brit. str	239	Kwok Acheong	Swatow

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Aleppo	Nov. 1	Falconer	Brit. bk	665	Chinese	
Albyn's Isle	Oct. 24	Burgess	Brit. bk	364	Rozario & Co	
Alma	Nov. 20	Ohlsen	Swed. bk		Meyer & Co	Hamburg
Alva	Nov. 1	E. A. de Souza	Port. sh	631	Brandao & Co	Bombay
Amy Turner	Nov. 10	Newell	Amr. bk	991	Olyphant & Co	New York
Angostura	Nov. 12	Boysen	Ger. bk	418	Carlowitz & Co	Saigon
Benefactor	Aug. 2	Hayden	Amr. bk	596	Russell & Co	New York
Brema	Nov. 11	Timpe	Ger. bk	396	Wieler & Co	Batavia
Bun Cuan	Nov. 20	Gange	Siam. bk	339	Chinese	Bangkok
Carl Ritter	Nov. 15	H. Jager	Ger. bk	596	Siemssen & Co	
Catharina	Nov. 16	Schultz	Ger. bk	344	Ed. Schellhass & Co	
Carnarvonshire	Nov. 13	Fishwick	Brit. bk	388	Gibb, Livingston & Co	
Charité	Nov. 22	Gautier	Fren. bk	256	Carlowitz & Co	
Ching-too	Nov. 13	Baikie	Brit. sch	304	Borneo Co	
Chocola	Oct. 3	Kennett	Brit. bk	284	Vogel, Hagedorn & Co	Honolulu
Christian	Nov. 1	Kossow	Ger. sch	250	Wieler & Co	
Civiale	Nov. 20	Nissen	Ger. bk	330	Siemssen & Co	
Coeran	July 18		Amr. sch	150	C. Traders' Insurance Co	
Coloma	Nov. 15	M. Hall	Amr. bk	853	Russell & Co	
Condor	Nov. 12	Stollens	Ger. bk	368	Siemssen & Co	
Commissary	Oct. 23	Morrison	Brit. sh	899	Meyer & Co	
Cordouan	Nov. 11	Bertaud	Fren. bk	459	Carlowitz & Co	
Craig Ard	Nov. 24	Hawkins	Brit. bk	811	Olyphant & Co	
Cuba	Nov. 13	Stabell	Brit. bk	820	Captain	
Dartmouth	Aug. 7	Robertson	Brit. bk	915	Turner & Co	Demerara
Dolphin	Nov. 19	Lilienthal	Ger. sch	298	Wieler & Co	
Dirigo	July 14	Staples	Amr. bk	684	Vogel, Hagedorn & Co	Hamburg
Don Quixote	Sept. 23	King	Amr. sh	1127	Captain	
Drumclog	Oct. 15	Wayman	Brit. bk	976	Melchers & Co	Singapore
Earl of Devon	Nov. 18	J. Beer	Brit. bk	441	Captain	
E. Nicholson	Oct. 17	Grierson	Brit. sh	904	Borneo Co	
E. Childs	Nov. 9	Lindbergh	Brit. bk	391	Wieler & Co	
Emily Chaplin	Nov. 9	Harris	Brit. sh	733	Messageries Maritimes	
Fanny	Nov. 9	Gouyon	Fren. bk	314	Landstein & Co	
Firth of Forth	Nov. 12	Cowper	Brit. bk	830	Olyphant & Co	Rangoon
Fleetwing	Oct. 17	J. W. Guest	Amr. sh	829	Butterfield & Swire	
Flensburg	Nov. 22	Jacobsen	Dan. bk	365	Ed. Schellhass & Co	
Fontenaye	Oct. 10	Taylor	Brit. bk	835	Arnhold, Karberg & Co	
Franklin	Nov. 22	Bruneau	Fren. bk	553	Captain	Saigon
Friederick	Nov. 24	Bertelsen	Ger. sch	295	Wieler & Co	
Gesine Brons	Oct. 21	Trumbach	Ger. bk	302	Captain	
Gitanilla	Oct. 31	Wallace	Brit. bk	472	Captain	
Glamis	Sept. 18	Rolle	Brit. bk	1150	Russell & Co	S. Francisco
H. Columbia	Nov. 19	Brereton	Amr. sch	353	E. Schellhass & Co	
Hansa	Nov. 12	Dencken	Ger. bk	498	Wieler & Co	
Highlander	June 19	Hutchinson	Amr. sh	1352	Vogel, Hagedorn & Co	
Hilda	Nov. 24	B. Popp	Brit. bk	306	Chinese	
Holstein	Nov. 19	Kulper	Ger. sch	281	Chinese	
Hotspur	Sept. 3	Shaw	Brit. bk	522	Rozario & Co	Melbourne
Hylton Castle	Nov. 23	Scott	Brit. bk	548	Arnhold, Karberg & Co	
Janet	Nov. 22	Henfrey	Brit. sch	211	Arnhold, Karberg & Co	
J. Smidt	Nov. 7	W. Bosche	Ger. bk	433	Melchers & Co	
J. H. Ingersoll	Nov. 24	G. C. Dow	Amr. bk	609	Butterfield & Swire	
J. Friederich	Nov. 24	Krencke	Ger. bk	242	Wieler & Co	Nagasaki
Krung Thep	Nov. 18	Dahtsen	Siam. bk	488	Siemssen & Co	Bangkok
Leucadia	Sept. 19	Mearns	Brit. sh	896	Siemssen & Co	
Lizzie Parry	Aug. 26	Pitman	Brit. bk	1122	Russell & Co	New York
Lord Macaulay	Oct. 7	Monkman	Brit. bk	848	Vogel, Hagedorn & Co	Callao
Louisa	Oct. 17	Schierloh	Ger. sch	275	Ed. Schellhass & Co	
Luare	Nov. 7	Klindt	Siam. bk	432	Tuck Mee	Bangkok
Lulu	Nov. 24	Maher	Brit. sch	378	Jardine, Matheson & Co	Foochow
Malvina	Oct. 21	Kluge	Ger. bk	479	Wieler & Co	Haiphong
Manila II.	Nov. 20	Genner	Ger. bk	511	Wm. Pustau & Co	
Marina	Oct. 19	F. Jean	Brit. bk	663	Wm. Pustau & Co	
Mary Fraser	Aug. 12	Dexter	Brit. sh	1175	Vogel, Hagedorn & Co	New York
Matchless	Nov. 10	J. H. Dawes	Amr. sh	1165	Meyer & Co	
Melbreck	Nov. 2	Pierce	Brit. sh	870	Meyer & Co	
Melrose	Sept. 19	Plummer	Amr. sh	993	Vogel, Hagedorn & Co	New York
Min-y-don	Sept. 8	Leslie	Brit. sh	1108	Captain	S. Francisco
Moneta	Aug. 1	Bisset	Brit. bk	621	Gibb, Livingston & Co	New York
Napier	Nov. 10	Bryde	Brit. bk	1177	Messageries Maritimes	
Nardoo	Nov. 15	J. Paul	Brit. bk	379	Choug Woo	
Niagara	Oct. 11	Paulsen	Ger. bk	691	Vogel, Hagedorn & Co	S. Francisco
Nicolaus	Oct. 10	Stolken	Ger. sch	197	Arnhold, Karberg & Co	
Orion	Nov. 27	Scott	Brit. bk	331	Arnhold, Karberg & Co	
Penrith	Oct. 24	Rimington	Brit. bk	549	Melchers & Co	Haiphong
Presto	Nov. 19	Laidman	Brit. bk	384	Meyer & Co	
Rifleman	Oct. 25	Thos. Bishop	Brit. bk	718	Rozario & Co	Chefoo
Sainte Adresse	Nov. 24	Leroy	Fren. bk	490	Carlowitz & Co	
Saga	Nov. 6	Silfversparre	Swed. bk	455	Wieler & Co	Labuan
Sir C. Napier	May 27	French	Brit. sh	1160	Vogel, Hagedorn & Co	London
Sophie	Nov. 20	Binge	Ger. bg	210	Wieler & Co	
Spartan	Sept. 23	Vincent	Amr. sch	100	W. H. Ray	
Sumatra	Sept. 5	Clough	Amr. sh	1090	Russell & Co	
Taiwan	Nov. 22	Jessen	Ger. bk	393	Arnhold, Karberg & Co	
Tartar	Oct. 31	Knoevens	Ger. bg	256	Melchers & Co	
Tokli	Nov. 12	Petersen	Ger. bk	350	Wm. Pustau & Co	
The Geelwa	Nov. 6	Torkilsen	Brit. bk	717	Jardine, Matheson & Co	
Therese & Nelly	Nov. 16	Garreau	Fren. bk	358	Carlowitz & Co	
Three Brothers	Oct. 19	Kalkeke	Brit. bk	367	Chinese	
Trio	Oct. 11	Bakker	Dut. bk	263	Siemssen & Co	
Varuna	Oct. 11	Sachau	Ger. bk	486	Wieler & Co	
Verona	Oct. 24	Bartlett	Brit. bk	668	Arnhold, Karberg & Co	
Vesta	Oct. 2	Dirks	Ger. bk	302	Melchers & Co	
Wodan	Nov. 9	Meyer	Ger. bk	439	Wieler & Co	

SWATOW.

IN PORT ON 22ND NOVEMBER, 1878.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anna	Nov. 9	Jessen	Ger. bk	448	Dircks & Co	
Blankenese	Nov. 12	Spiesen	Ger. sch	257	Herton, Ebell & Co	
Cingalese	Oct. 30	Lebeule	Brit. bk	336	E. Vincent & Co	
Doon	Oct. 24	Grange	Brit. bk	817	Bradley & Co	Singapore
Forward	Nov. 8	Vandervord	Brit. bk	744	E. Vincent & Co	
Hedvig	Nov. 12	Davey	Brit. bk	373	Dircks & Co	
Hermine	Nov. 13	Meyer	Ger. bk	350	Herton, Ebell & Co	
Hieronymus	Nov. 15	Ipland	Ger. bk	425	Dircks & Co	
Humboldt	Nov. 10	Stoll	Ger. bk	330	Herton, Ebell & Co	Manila
Ingeborg	Nov. 15	Hansen	Ger. bk	386	Dircks & Co	
J. Heinrich	Nov. 12	Oestmann	Ger. sch	411	Herton, Ebell & Co	
Lucia	Nov. 19	Crowby	Brit. bk	640	Bradley & Co	
Lydia	Nov. 8	Youngson	Brit. bk	376	E. Vincent & Co	
Mignon	Nov. 17	Soule	Amr. sch	484	Williams & Co	
Minna	Nov. 18	Dau	Ger. bk	457	Dircks & Co	
M. Lebanon	Nov. 15	Hall	Brit. sch	530	Williams & Co	
M. Selchau	Oct. 25	Gertensberg	Dan. bk	447	Herton, Ebell & Co	Bangkok
Norma	Nov. 8	Runge	Ger. bk	339	Dircks & Co	
Osaka	Nov. 15	Lowe	Brit. bk	537	Bradley & Co	
Paul Marie	No. 19	Guillard	Fren. bk	330	Herton, Ebell & Co	
Peter	Nov. 12	Richelsen	Ger. bk	403	Dircks & Co	
S. R. Soares	Oct. 25	Oakes	Amr. bk	397	Williams & Co	
Strathmore	Oct. 30	Hensworth	Brit. bk	600	Bradley & Co	
Tai Wett	Nov. 10	Bruhn	Siam. bk	354	Bradley & Co	Bangkok
Taunton	Oct. 31	Armstrong	Brit. sh	388	Dircks & Co	Chefoo
Thos. Fletcher	Nov. 9	Pendleton	Amr. bk	417	Williams & Co	

AMOY.

IN PORT ON 20TH NOVEMBER, 1878.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
A. & Marianne	Nov. 11	Dahl	Ger. bk	300	H. A. Petersen & Co	Taiwanfoo
Anna	Nov. 2	Davidsen	Ger. bk	331	H. A. Petersen & Co	Saigon
Arabia	Oct. 10	Klaenfoth	Brit. sh	1188	Boyd & Co	
Carl Ludwig	Nov. 11	Petersen	Ger. bg	233	H. A. Petersen & Co	
Carl Wilhelm	Nov. 14	Berthelsen	Ger. bk	235	H. A. Petersen & Co	
Candana	Nov. 15	Meinsohien	Ger. sch	251	Pasedag & Co	
Caroline	Nov. 14	Michelsen	Ger. sch	274	H. A. Petersen & Co	
C. Wattana	Nov. 13	Ulrich	Ger. bk	658	Johnston & Co	Bangkok
Deutschland	Nov. 14	Tiemann	Ger. bk	279	Pasedag & Co	
Henrik Ibsen	Nov. 11	Dae	Nor. bk	274	H. A. Petersen & Co	
Juno	Nov. 8	Nielsen	Ger. bk	266	Pasedag & Co	Samarang
Rachel	Nov. 8		Brit. bk	282	Boyd & Co	
Siam	Nov. 18	Olsen	Siam. bk	270	Chinese	Bangkok

SHANGHAI.

IN PORT ON 22ND NOVEMBER, 1878.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Abiel Abbott	Nov. 12	Chase	Amr. sch	520	Russell & Co	
Annie Fish	Nov. 12	Hoffres	Amr. sh	1496	Frazar & Co	
Atma	Oct. 24	Anderson	Brit. bk	523	Little & Co	
Black Prince	Nov. 17	Inglis	Brit. sh		Russell & Co	
Charley	Nov. 10	Inokay	Brit. bk	359	Nils Moller	
Cutty Sark	Oct. 12		Brit. sh	923	Gibb, Livingston & Co	
Doune Castle	Nov. 1	Bridgman	Brit. bk	887	Gibb, Livingston & Co	
Euclid	Oct. 17	Anderson	Brit. bk	470	Wm. Pustau & Co	
Gold Hunter	Sept. 29	Thurman	Amr. sh	1212	Frazar & Co	
Golden State	Sept. 30	Delano	Amr. sh	944	Russell & Co	
Harllah	Oct. 21	Garthly	Brit. bk	471	Chal. Mackintosh & Co	
Haydn Brown	June 20	Haver	Amr. bk	865	Captain	
Halton Castle	Oct. 9	Angel	Brit. bk	477	Jardine, Matheson & Co	
Halloween	Nov. 13	Fowler	Brit. sh	920	Gibb, Livingston & C	
Helens	Nov. 15	Juksta	Brit. bk	433	Adamson, Bell & Co	
Hope	Nov. 4	Kelly	Brit. bk	453	Primrose & Co	
Inverness	Nov. 15	Courtney	Brit. bk	725	Adamson, Bell & Co	
J. R. Worcester	May 23	Canse	Brit. sh	844	Reid, Evans & Co	
Lunan	Sept. 15	Cook	Brit. bk	261	Morris & Co	
Maid of Judah	Nov. 11	Webb	Brit. bk	642	Russell & Co	
M. Whitridge	Oct. 29	Cutler	Brit. sh	695	Russell & Co	
M. A. Dixon	Nov. 17	Corner	Brit. bk	415	Morris & Co	
Nourmahal	Oct. 11	Jago	Brit. bk	848	Wm. Meyerink	
Ocean Pearl	Aug. 16	Grennell	Amr. sch	196	Morris & Co	
Quickstep	Oct. 27	Fake	Amr. sch	423	S. C. Farnham & Co	
Salamis	Sept. 12	Philip	Brit. sh	1078	Adamson, Bell & Co	
Sea Witch	Nov. 19	Drew	Amr. sh	1289	Frazar & Co	
Staghound	Sept. 28	Fawcett	Brit. bk	972	Frazar & Co	
Star Queen	Sept. 29	Mackintosh	Brit. bk	799	C. T. Wong & Co	
Sumatra	Nov. 19	Tribe	Brit. sh	745	Evans, Pugh & Co	
Vale of Nith	Nov. 14	Sledge	Brit. bk	693	Wm. Meyerink	
Vesta	Nov. 13	Percy	Amr. bg	300	Morris & Co	
Vesuvius	Nov. 7	Call	Amr. bk	813	Olyphant & Co	

YOKOHAMA.

IN PORT ON 19TH NOVEMBER, 1878.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ceylon	Oct. 25	Kelly	Amr. b	311	P. Bohm	
Choice	Oct. 11	Masters	Brit. sh	1112	P. Bohm	
C. of Boston	Oct. 18	Crosby	Amr. sh	1062	Ed. Fischer & Co	
Cremona	Oct. 2	Gove	Amr. bk	603	Ed. Fischer & Co	
Dr. Peterman	Oct. 24	Siebener	Ger. bk	737	H. Ahrens & Co	
Enterprise	Oct. 24	Hilton	Brit. bk	594	Whitfield & Dowson	
G. Thompson	Sept. 20	Mill	Brit. sh	1128	Walsh, Hall & Co	
H. E. Tapley	Nov. 16	Tapley	Amr. sh	946	Ed. Fischer & Co	
Hase	Oct. 5	Evans	Amr. sh	862	Walsh, Hall & Co	
John Milton	Nov. 15	Hansford	Brit. bk	619	Strachan, Thomas & Co	
Jupiter	Nov. 5	Johnson	Rus. sch	50	Captain	
Lotto	Oct. 7	Wilson	Ger. sch	25	Captain	
Nimrod	Nov. 11	Clark	Brit. bk	695	Jardine, Matheson & Co	
Otomi	Oct. 11	Brinckmeier	Amr. sch	56	H. Snow	
Otsego	Oct. 8	Isaacs	Brit. sch	48	H. Cook	
Oceanus	Nov. 7	Brausen	Ger. bg	207	Chinese	
Prima Donna	Nov. 9	Lunt	Amr. sh	1456	Walsh, Hall & Co	
Resolute	Oct. 8	Nickles	Amr. sh	1646	Captain	
Whitehall	Oct. 18	Geuch	Brit. bk	845	Messageries Maritimes	
Zouave	Oct. 7	Means	Amr. sh	1202	Fraser, Farley & Co	

MANILA.

IN PORT ON 7TH NOVEMBER, 1878.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Baniah	Oct. 26	Grandin	Brit. sh	760	Captain	
Brunette	Nov. 1	Dow	Brit. bk	374	Captain	
C. of M'chester	July 1		Brit. bk	686	Captain	
Collingham	Oct. 28		Brit. sh	1056	Captain	
Conchita	July 29	Arioz	Span. bk	443	Captain	
Cordelia	Oct. 17		Brit. bk	598	Captain	
L. Kennaird	Oct. 6		Brit. bk	680	Captain	
Manuel	Oct. 23		Span. bg	282	Captain	
Maria	Oct. 11		Fren. bk	379	Captain	
M. Washington	July 4		Amr. sh	1217	Captain	
N. Constante	Oct. 19	Uriarte	Span. bg	217	Captain	
Ocean Game	July 17		Brit. bk	324	Captain	
Paul Jones	Oct. 29		Amr. sh	1268	Captain	
Regent	Oct. 6	Bowden	Amr. bk	990	Captain	
Romus	Oct. 21		Brit. bk	737	Captain	
San Lorenzo	Aug. 19	Vidarte	Span. bg	250	Captain	
S. of the Age	Apr. 11	Johnson	Brit. bk	347		Sydney
Sempiternel	Aug. 19		Fren. bk	278	Captain	
Southern Cross	Oct. 7	Hughes	Amr. sh	1129	Captain	
V. de Rivadavia	Oct. 26	Camus	Span. bg	261	Captain	
W. Chief	Aug. 31		Brit. bk	447	Captain	
W. Australia	July 7		Brit. bk	599	Captain	
White Rose	June 3	Jarvis	Brit. sh	1557	Captain	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Charybdis	steam corvette	17	400	Captain Hotham	Shanghai
Egeria	screw sloop	4	120	Com. A. L. Douglas	Nagasaki
Fly	double-screw gun-vessel	4	120	Com. M. McNeile	Passage to H'kong
Foxhound	gunboat	—	360	Lieut.-Com. W. Nowell	Singapore
Frolic	double-screw gun-vessel	4	100	Com. A. E. Dupuis	Singapore
Growler	double-screw gun-vessel	4	120	Com. Chas. Willcox	Chinkiang
Hart	double-screw gun-vessel	4	120	Com. R. Evans	Amoy
Hornet	double-screw gun-vessel	4	120	Com. J. S. Eaton	Tientsin
Iron Duke	double-screw iron frigate	14	800	Captain H. F. Cleveland	Singapore
Juno	steam corvette	8	400	Captain Poland	Yokohama
Kestrel	double-screw gun-vessel	4	100	Com. Edwards	Hongkong
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Singapore
Lily	screw sloop	8	95	Com. Cochrane	Yokohama
Magpie	double-screw gun-vessel	3	—	Captain R. H. Napier	Hongkong
Meanee	military hospital	—	—		Hongkong
Midge	double-screw gun-vessel	4	120	Com. H. G. Selmond	Kobe
Modeste	steam corvette	14	350	Captain J. G. Mead	Singapore
Moorhen	gunboat	4	60	Lieut.-Com. W. Carey	Chefoo
Mosquito	gunboat	4	60	Lieut.-Com. G. A. Grey	Hongkong
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Haye	Hongkong
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Shanghai
Sylvia	surveying vessel	3	150	Com. P. Aldrich	Surveying
V. Emmanuel	receiving ship	20	—	Commodore Watson	Hongkong
Vigilant	paddle dispatch boat	2	250	Lieut.-Com. Annesley	Hongkong

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS.	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	221	70	Godsil	Tong-king gulf
Choo-hing	Revenue cruiser	2	80	20	—	
Chien-to	Viceroy's gunboat	7	221	70	Stewart	Swatow
Chien-jui	Revenue cruiser	3	80	20	A. Walker	Capsing-moon
Cheung-wan	—	—	—	—	—	West coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Tsing-sing	Viceroy's gunboat	6	180	60	Bessard	Pak-hoi
Tsing-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tsing-po	Viceroy's gunboat	6	180	30	d'Longueville	West Coast
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Pang-chao-hai	Revenue cruiser	4	600	120	Palmer	Canton
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
Suien-chi	Revenue cruiser	5	180	60	Wade	Cheung-chow
Sai-tsing	Viceroy's gunboat	4	180	60	Calder	Hai-ling-shan
Li-sho	Revenue cruiser	4	80	20	Reed	Canton River
Tsing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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